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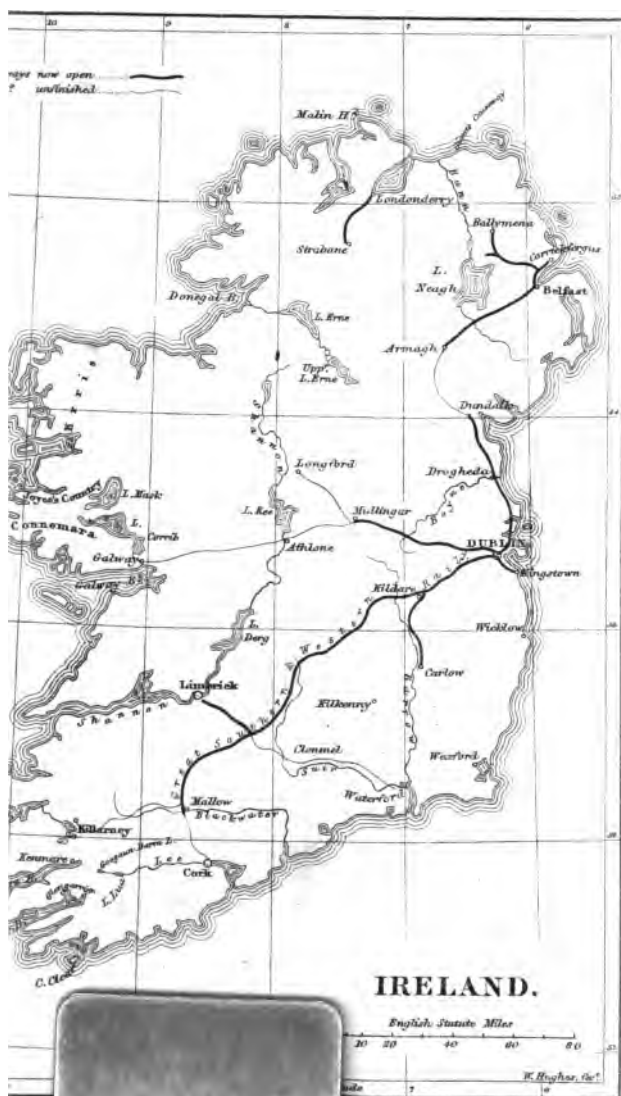
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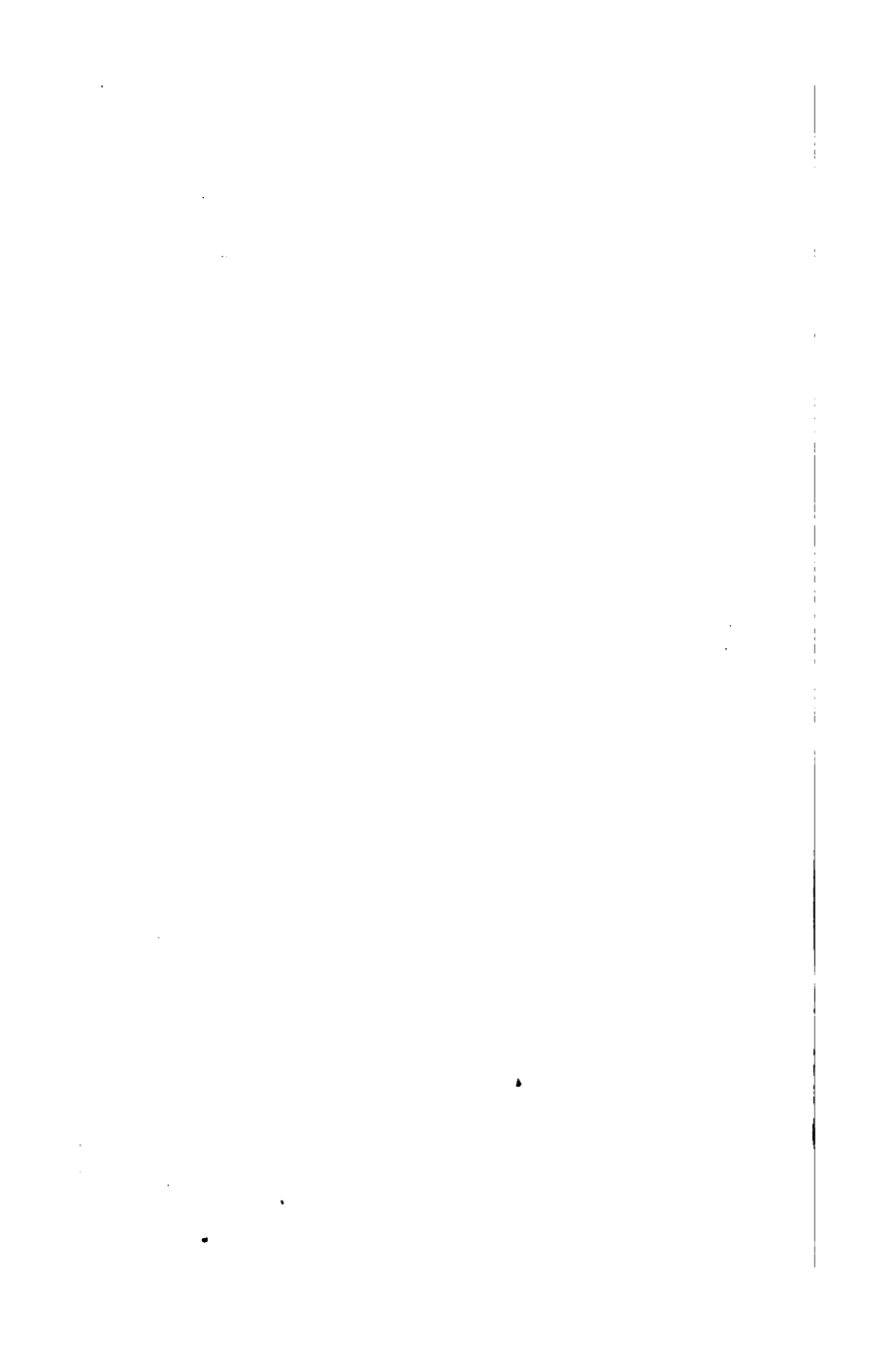
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PREFACE.

I AM happy to avail myself of the opportunity which a Preface affords for explaining to the reader my reason for submitting the following pages to his notice. They were written for the most part at intervals of leisure, which I mention, as it will explain any want of connexion that may exist in the work, and having been submitted to some friends for perusal (who, I fear, viewed them through a medium by no means achromatic), recommended me to publish them, as they were of opinion that even these hurriedly drawn up remarks might, to some extent, have the effect of directing attention to a district hitherto unnoticed,—I might almost say unknown. From little causes great effects frequently arise; or, as Mr. Pope has beautifully expressed it—

“As the small pebble stirs the peaceful lake,
The centre moved, a circle straight succeeds,
Another still, and still another spreads.”

When I visited Connamara, I had not the slightest idea of writing any thing on the subject ;

from which circumstance many points of interest may have escaped my notice. I went there with a view of collecting some information respecting the late Alexander Nimmo, the eminent engineer, who carried out most important works in this district. His brother resided here subsequently, and having been for some time in communication with him respecting his lamented brother, Alexander, of whom I have been collecting for some time materials for a work now in the press,—‘Memoirs of the eminent Engineers of Great Britain,’—I thought it desirable to avail myself of a little leisure which presented itself in order to communicate with him in person on the subject, but, melancholy to relate, I found he had been drowned by the upsetting of a small boat a short time previous to my visit.

When I left for Connamara, I was led to expect that I should see some interesting and picturesque scenery, but I must confess I was not at all prepared for the rich treat which this tour afforded me in that respect. I had only just left the beauteous Lakes of Killarney, which are certainly quite worthy of the reputation they have gained; but, as far as I am individually concerned, I must give the preference to the bold and romantic scenery of Connamara and Joyce’s Country.

There is nothing, in my mind, in Ireland, which is entitled to a comparison with it. There are, perhaps, at Killarney, more beauties concentrated in one spot than perhaps in any other part of Great Britain, but here the scene is much more extensive.

I was astonished to find so few tourists appear to have visited this part of Ireland. Neither Mr. Khol, nor any of the modern writers make even mention of it. Mr. Inglis is the only one who has really done this district justice. I was pleased to find, on reading his work subsequently to my tour, that his ideas so accorded with my own; as from the extent of his travels and the accuracy of his observations, he must be regarded as a high authority. There will be found in this little book numerous extracts from his valuable work on Ireland, which ought to be read by every one who takes any interest in the country. Indeed, the extracts are so numerous, and occupy so much space, that I can only compare the work to that satirical poem—'The Pursuits of Literature,' of which it was said the poem was only a peg to hang the notes upon. I feel assured the reader will not regret this circumstance.

I gladly avail myself of the present opportunity to express my thanks for the characteristic hospi-

tality and kindness which I received during my tour. From the circumstance of leaving for Connamara at almost an hour's notice, I went without even a single letter of introduction, but, under the circumstance, they would have proved useless.

As many persons in this country entertain erroneous notions as to the security of travelling in Ireland, and more especially in this district. I think it right to endeavour to disabuse their minds on that subject as much as possible.

I believe there is no part of her Majesty's possessions where persons may travel with more security. I have never heard of a stranger being in any way molested. The crimes which, unhappily, are committed never arise from a view to plunder. I trust, however, that the time is not far distant when such acts will become a matter of history. Little more than half a century has elapsed since Arthur Young wrote, and yet what beneficial changes have taken place in Ireland since his time, — as the following extract will prove. He says—

“Let it be remarked, that they commonly plough and harrow with their horses drawing by the tail. It is done every season. Nothing can put them beside this; and they insist that, take a horse tired in traces, and put him to work by

the tail, he will draw better,—quite fresh again. Indignant reader, this is no jest of mine, but cruel, stubborn, and barbarous truth.”

In another place he says :

“They have three customs : first they harrow with the tail ; the fellow who leads walks backwards, and strikes them in the face ; and they burn corn in the straw instead of thrashing it.”

These practices appear to have been so common in Charles the First's time, that two Acts of Parliament were passed to restrain them :—one entitled ‘An Act against Ploughing by the Tail, and Pulling the Wool off the Living Sheep,’ ch. 15 of 10 and 11 year (1634–5), Charles the First ; the other, ‘An Act to prevent the unprofitable Custom of Burning of Corn in the Straw,’ 10 and 11 Charles the First, ch. 17.

To the lovers of angling there is perhaps no part of Great Britain which will afford more sport. The lakes and rivers all abound with trout and salmon : in the larger lakes will be found the Gillaroo trout.

In conclusion, I trust I shall not be considered over-sanguine in predicting that this part of Ireland will, before many years, rise into importance. It is to be hoped that its great resources, its fisheries, and its noble harbours, will not

much longer be allowed to remain unemployed and unused. What advantages would arise, not only to Ireland, but to Great Britain, if one of these noble Western Harbours were used as the port for the departure of the Trans-Atlantic steamers! And should the canal be completed across either the Isthmus of Panama or Iehuantepec, which is now under consideration, it would reduce the time of communicating with our Australian possessions nearly one-half.

G. P. W.

A TOUR IN CONNAMARA.

CHAPTER I.

"I will a plain unvarnish'd tale unfold."—OTHELLO.

"One has only to glance at the map to see how much Nature has done for Connamara."—INGLIS.

It is singular, notwithstanding the number of works of all kinds which have been written on Ireland, so little should be said of a district possessing such peculiar advantages as Connamara,—not only as regards scenery of no ordinary character, but likewise as a district possessed of considerable physical advantages. I of course do not allude to the brilliant writings of Lady Morgan, Lever, and others, which are beyond all praise in their peculiar vein; but they must, nevertheless, be regarded as bordering on caricature, and thus must to some extent be

prejudicial to the country to which they relate. I feel that those who only know Connamara through such a source, will be inclined to smile at my humble effort to point out some of its industrial resources.

The name of 'Connamara' is most appropriate, as a glance at the accompanying Map will show,—it means *bays of the sea*. I proceeded to Connamara by way of Galway, which, as it is the mail-coach road, will be found the most convenient route. The town of Galway is of great antiquity, but it presents little to interest the general tourist; unfortunately, like too many Irish towns, its great natural capabilities remain neglected. I look forward, however, to the completion of the proposed Midland Great Western Railway rendering it most essential service. There was formerly an extensive trade carried on between the inhabitants of this town and the Spaniards, and wine was largely imported.

The town still possesses, in its older buildings, numerous traces of Spanish intercourse. Mr. Inglis remarks, "I had

heard that I should find some traces of its Spanish origin, but I was not prepared to find so much to remind me of that land of romance. At every second step I saw something to recall Spain to my recollection. I found the wide entries and broad stairs of Cadiz and Malaga,—the arched gateways with the outer and inner railing, and the court within, needing only the fountains and flower vases to emulate Seville. I found the sculptured gateways and grotesque architecture which carried the imagination to the Moorish cities of Granada and Valencia. I even found the little sliding wicket for observation in one or two doors; reminding one of the secrecy, mystery, and caution observed where gallantry and superstition divide life between.” There still exists an old house in the town; pointed out as the residence of James Lynch Fitzstephen, Mayor of Galway in 1493, and whose name has been handed down to posterity from the circumstance of his having hanged his own son.* A tragedy, entitled the ‘Warden of

* See Appendix.

Galway,' has been written, the plot of which has been founded on this circumstance.

Not finding either the town or Mr. Kilroy's hotel to offer any great inducement for a longer sojourn than circumstances required, I was glad to take my place on Mr. Bianconi's well-appointed mail car, which leaves every morning for Clifden: this conveyance is constructed like most of the public cars in Ireland; the passengers sitting "dos a dos:" it is difficult to conceive what could have given rise to the construction of such a vehicle in a country where the people are remarkable for their social habits; with the exception of what is commonly called a *gingle*, it is almost the only kind of conveyance to be met with in Ireland. I cannot better describe the peculiarities of these two kinds of conveyance than in the words of a car-driver himself, who, in reply to a perplexed old gentleman who inquired the difference, said, "An outside car, your Honour, has the wheels inside, and an inside car has the wheels outside;" which, though

apparently paradoxical, is notwithstanding a correct definition.

The road between Galway and Oughterard has nothing in the way of scenery to recommend it; the country, though undulating, is not picturesque; it presents in every direction large tracts of unreclaimed bog, which in general lie at such an elevation above the lakes and rivers as to admit of easy drainage. I could not help wishing, on passing through these dreary tracts, that the inhabitants had a little of the indomitable perseverance and industry of the Dutch instilled into them; it would be well if this part of Ireland were under the management of that intelligent people. I would not, however, reciprocate the feeling with regard to Holland; for then, as some one has remarked, "would Holland be under water." It is really melancholy to reflect that these wastes should remain unreclaimed whilst thousands are starving, and when such facilities exist for bringing them into cultivation. "Millions of acres are reclaimable through the agency of those very materials

in which Ireland most abounds,—namely, human labour and limestone.” *

I could not help contrasting this state of things with what I had witnessed in Holland, although a comparison cannot fairly be drawn between the two countries, owing to the physical disadvantages with which that country has to combat. The Irish bogs almost everywhere afford easy drainage, owing to their being in many instances at a considerable elevation, and thus giving a fall for the rain water; whilst in Holland, every thing in the way of drainage has been done by the aid of machinery and by the construction of expensive dykes. This has been beautifully described by Goldsmith in that fine poem ‘The Traveller.’

“To men of other minds my fancy flies,
Embosom’d in the deep where Holland lies;
Methinks her patient sons before me stand,
Where the broad ocean leans against the land,
And, sedulous to stop the coming tide,
Lift the tall rampier’s artificial pride.
Onward, methinks, and diligently slow,
The firm, connected bulwark seems to grow,

* Inglis.

Spreads its long arms amidst the watery roar,
Scoops out an empire, and usurps the shore :
While the pent ocean, rising o'er the pile,
Sees an amphibious world beneath him smile ;
The slow canal, the yellow-blossom'd vale,
The willow-tufted bank, the gliding sail,
The crowded mart, the cultivated plain,
A new creation rescued from his reign..

Thus, while around the wave-subjected soil
Impels the native to repeated toil,
Industrious habits in each bosom reign,
And industry begets a love of gain."

"In combating the permanent influence of water upon the surface of their country, no people in the world have hitherto done so much, so boldly, so perseveringly, or so expensively, as the Dutch ; their works too have a remarkable peculiarity. In other countries, the drainage of a lake involves only one operation, of limited expense and duration ; a cut is made, the water is let out, and springs and rains flow away from the drained spot for ever after by their own gravitation. But in the Netherlands, the labour is not to make an exit for the water but to close up every avenue for its entrance,

and to bale out by unsleeping machinery what falls as rain or rises from uncontrollable springs. The dykes prevent the entrance of water, but the pumps and canals are equally necessary to compel the exit of that which is already present.

“The construction of these dykes is in some cases attended with enormous outlay. Of the well-known one at West Capelle, in the island of Walchern, it is said that had it been constructed of solid copper, the actual cost would have been less than has been already expended upon it.”*

The town of Oughterard† is prettily situated on the banks of a little river called the Feogh, in which pearls of considerable size are frequently found. At the extremity of

* ‘Edinburgh Review.’

† A more beautiful village than Oughterard can scarcely be seen : it stands upon Lough Corrib, the banks of which are here, for once at least, picturesque and romantic; and a pretty river, the Feogh, comes rushing over rocks and by woods, until it passes the town, and meets the lakes;—and here it is that we get into the famous district of Connemara,—so celebrated in Irish stories, so mysterious to the London tourist.

the village is a pretty little cottage pointed out as Mr. Martin's gate-house. From this point, with little intermission, the mail-coach road passes through his property to his residence at Ballynahinch, a distance of 25 miles. On leaving Oughterard, the scenery begins to improve, and when we arrive within a few miles of the half-way house, where the Maum road branches off, it becomes extremely romantic and beautiful. I was particularly struck with the scenery of Lough Shindilla; the road here gracefully winds round the edges of the lake, which is studded with islands covered with timber. Indeed, the only timber to be met with in this country, with little exception, is on these islands. This is owing to their being protected from the cattle browsing upon the young wood. In fact, in every dry knoll or cliff, the oak, beech, and hazel may be seen shooting up in great luxuriance. The remains, also, of iron-bloomeries prove that timber must at one time have been abundant. A few miles further on the road brings us to Flynn's Half-way House, where

ponies or cars may be obtained to explore some of the surrounding scenery, which, when time will permit, will quite repay a visit. I was forcibly struck with the truth of Mr. Thackeray's remark, on being introduced to this magnificent panorama :

"The Clifden car conducts the passenger over one of the most wild and beautiful districts that it is ever the fortune of a traveller to examine ; and I could not help thinking, as we passed through it, at how much pains and expense honest English cockneys go and look after natural beauties far inferior in countries which, though more distant, are not a whit more strange than this one."

The lakes now become extremely numerous, skirting the road in every direction. We shortly arrive at the beautiful Lough Garroman, on the south side of which a pretty house was erected by the late Dean Mahon. About a mile further brings us to the lakes of Derryclare and Ballynahinch. These, with Lough Inagh, must be considered as the most picturesque expanses

of water in the district: they are all studded with numerous islands, which, being densely covered with wood, form an agreeable contrast to the bleakness of the surrounding country. The group of mountains known as Benna Beola* are a most noble range. I have seldom seen a finer outline than that presented by this interesting group. Although not capped by those castellated ruins which add so much interest to the Drachenfels, yet I feel that they lose nothing by the comparison: it is true they have not the majestic Rhine flowing at their base, which is perhaps the great attraction; yet I will not go so far as the envious Frenchman, who, when taken to Richmond Hill to view that far-famed landscape, exclaimed, "Bah! otez la rivière et la vue né vaut rien."†

When I left Galway, the morning was

* "At Flynn's inn, as we advance towards the group of Benna Beola, or the 'Twelve Pins,' the most gigantic scenery is displayed. But the best guide-book that ever was written cannot set the view before the mind's eye of the reader."—*Thackeray*.

† 'Random Records.' George Colman the Younger.

any thing but promising. I had made every preparation, therefore, for a wet day, as the rain in this country is not to be disregarded : I was, however, agreeably surprised at mid-day by the clouds entirely disappearing, and completely leaving the mountain tops. I need not say that it is of great importance to have a cloudless sky when viewing this range ; for although they may afterwards be seen to advantage when a cloud is clearing away, yet first impressions are the most lasting ; and these mountains, when capped with clouds, give one the idea of being saddle-backed, which is by no means picturesque : instance, Burnswark on the southern border of Scotland, and Thorpe Cloud, near Dove-dale, in Derbyshire : both these have disagreeable outlines. Mr. Inglis remarks of this range :

“ On leaving the Half-way House, the country now became every mile of the way more interesting. The chain of lakes still continued on the left, and the mountain views on the right became bolder and more striking. There are not many finer ranges

of mountains of the same altitude than this. Derryclare, Bengour, and Lettery are all finely formed mountains."

Although nothing can exceed the beauty of the situation of Ballynahinch House, yet I must express my disappointment at the building itself; it is plain to a degree, and not the kind of house one would expect to meet with as the residence of the proprietor of such a vast extent of property. A castellated building would have been more in character with the surrounding scenery.

The old castle on the lake, it is said, was used by one of the predecessors of this family to imprison persons who treated animals with cruelty. This gentleman was also instrumental in getting an Act passed for the prevention of cruelty to animals. I could not help thinking at the time, that had he turned his attention to a subject more nearly at home,* it would have been much

* How admirably has that great moral painter, Hogarth, satirized this weakness of mankind in his painting of the Fleet in the "Rake's Progress," in which he represents a poor debtor engaged at a scheme for paying off the national

more to the purpose. I allude to an attempt to ameliorate the condition of his tenantry. I find this vast estate, consisting of over 200,000 acres, is now advertised for sale. We are naturally averse to change; it is painful therefore to hear of estates being sold which have been in the possession of a family for centuries: but this feeling is soon dissipated on visiting this vast estate, on which Nature has lavished so profusely her gifts, and which have been so grossly neglected by man. Mr. Drummond truly remarked that property has its duties as well as its rights;—how sadly have the former been neglected here. I feel convinced that many estates must change hands in Ireland before much good can be effected. There appears to be a great want of either energy or capital, or possibly both, with many of the existing landlords.

It was boasted by one of the members of this family, commonly known as ‘Dick Mar-

debt. The man who is unable to meet his own difficulties is represented as encountering those of the nation.

tin,' speaking of his own possessions, that "Here, thank God, the king's writ is not worth a halfpenny." It would not be difficult to enumerate instances of the anomalous condition of this country fifty years ago, and which has given rise to so many almost incredible stories; but I leave that for abler heads to do.

I should have liked to have stopped at the village of Ballynahinch, but the farm-houses, where anglers usually stay, not presenting a very inviting appearance, I proceeded on to Clifden. The scenery between Ballynahinch and this place is quite in keeping with what has already been described. I was not sorry to find myself housed at a tolerably comfortable inn, considering the remoteness of the district. As I had been travelling two days and nights without intermission previously to my arrival at Clifden, I need not say I possessed all the requisites, as far as inclination was concerned, to enjoy a good night's rest, and felt inclined to exclaim with Sancho Panza, "Blessings on the man who invented sleep!"

CHAPTER II.

"Nothing, indeed, can be prettier than the situation of Clifden, at the head of the deep narrow inlet of the sea, above which it stands, and with a splendid amphitheatre of mountains surrounding it."—INGLIS.

"It is a singular fact, that the further you travel westward in Ireland, the more bountiful does Nature appear to have been in heaping upon the country natural resources, and the less has been done by the hand of man to use and improve them."—FOSTER.

CLIFDEN owes its existence to the formation of the mail-coach road which was projected by the late Alexander Nimmo about thirty years ago ; it may therefore be in some measure compared to Egypt, which, it is said, was the gift of the Nile. I ought to have said a word *en passant* respecting this road, which has been most judiciously laid out, and I am happy to be able to add that picturesque effect appears to have formed an element in its selection. It is, like most of the roads in this country, in admirable condition, which

is in a great measure attributable to the abundance of granite and calcareous sand in the neighbourhood, the uses of which in repairing roads appear to be thoroughly understood: when fresh metalling is put on, it is usual to throw over it some of the calcareous sand which abounds in nearly all the bays on this coast; it has the effect of making the mass bind quickly. It is not necessary to comment on the moral effect produced by making roads through this district, and thus letting in civilization. Sir Robert Kane* mentions a fact, which shows that, in a commercial point of view, it was also beneficial: he says, "The town of Clifden, in Connemara, and the surrounding country, were, in 1815, in such a state of seclusion, that it *contributed no revenue whatever to the State*, and, up to 1822, its agriculture was so imperfect that scarcely a stone of oats could be got; in 1836, Clifden had become an export town, having sent out 800 tons of oats, and *it produced to the revenue annually £7000*."

* 'Industrial Resources of Ireland.'

From the expenditure in Connaught in seven years of £160,000 in public works, the increase of annual revenue derivable from the province has become equal to the entire amount. This should not be called a grant of money, but the investment of capital with the realization of enormous profits: an individual would most happily advance the money if he were allowed to appropriate a fourth of the returns; such sums, therefore, should not be looked upon as boons or favours, as they too frequently are, but as a part of the ordinary duties of a Government. When Mr. Nimmo was engaged in the construction of the Connamara roads, his workmen were actually inconvenienced by the country cars conveying produce and objects of traffic even up to the spot which the engineers were at the moment commencing to render passable;”—a proof, if proofs were wanting, how much roads were required through the district.

The site of the town of Clifden has been happily chosen, which is in some measure proved by the fact of its having increased so much in size in a comparatively short period.

The scenery in the neighbourhood is picturesque to a degree: a walk down the banks of the beautiful bay of Ardbear will richly repay. "Let no traveller," says Mr. Inglis, "be in this neighbourhood without visiting Clifden Castle: the walk from Clifden by the water side is perfectly lovely, and the distance is not greater than two miles; the path runs close by the brink of a long narrow inlet of the sea, the banks of which, on both sides, are rugged and precipitous.

"It was an evening of extraordinary beauty when I sauntered down this path; the tide was full, and the inlet brimful and calm; and beyond the narrow entrance of the bay, lay in almost as glassy a calm, though with a gentle heaving, the wide waters of the Atlantic. After reaching the entrance of the bay, and rounding a little promontory, Clifden Castle comes in view. It is a modern castellated house, not remarkable in itself, but in point of situation unrivalled.

"Mountain and wood rise behind, and a fine sloping lawn in front reaches down to the beautiful land-locked bay; while, to the

right, the eye ranges over the ocean until it mingles with the far and dim horizon.

“Twenty years ago, the whole of this was a bog, and now not a rood of bog-land is to be seen. I returned to Clifden by the mountain road, and was again delighted with the new views which the road disclosed,—more Swiss in character than any thing I had seen in Ireland. The mountain range behind Clifden—the Twelve Pins of Benna Beola—is almost worthy of Switzerland: in its outline nothing can be finer. Altogether I was greatly pleased with Clifden; and I think I may safely risk a prophecy, that this town will rapidly rise into importance. Should Connamara ever be generally brought into cultivation, which I confidently anticipate, it is from this neighbourhood that the produce of the western parts of Connamara must be exported.”

The peasantry of Connamara are a fine athletic race of people; they appeared to me to be taller and stronger built than in other parts of Ireland; the women are extremely good-looking, and have in general dark hair

with brown eyes. The dress is peculiar, the petticoat being invariably of a deep madder red colour, and their cloak or covering for the head generally blue: the latter is put on in a way peculiar to this part of Ireland, the head being completely covered, with the exception of the face. The whole dress strongly reminds one of Spanish costume, and they only require the large combs and the graceful mantilla to make the resemblance complete.* The inhabitants of Joyce's country have usually been represented as a race of giants: although there are still to be met tall, able men in the district, I fear it is the exception rather than the rule: the severe famines which this country has experienced periodically has, I have no doubt, been instrumental in degenerating the people.

From Clifden I proceeded towards Round-

* If Berghem could have seen those blue mountains, and Karl du Jardin could have copied some of these green airy plains with their brilliant little groups of peasant beggars, horsemen, &c., many an Englishman would know Connemara upon canvass as he does Italy or Flanders now.—*W. M. Thackeray.*

stone: the country in this direction is more desolate and dreary than in any other part I had passed; it looks as if it were incapable of supporting any thing but a gull or a Scotchman.

The town of Roundstone was founded by the late Alexander Nimmo, who devoted much of his time and great abilities to the improvement of this country, and his memory will long be dear to many of its inhabitants.

Behind Roundstone is the mountain of Urrisbeg, which, though only 987 feet high, affords a good view of the surrounding country, which is described as being "more singular than beautiful." The lakes here are almost innumerable; the scenery, however, is by no means so picturesque as that already described. I do not think I should have been tempted down here, had it not been to visit Mr. Robertson, of Derrada Lodge, who resides between Ballynahinch and Roundstone; he has done much good in this desolate part of the country, and gives considerable employment in his salmon fishery, as also in his extensive establishment for preserving

provisions, which he was good enough to show me over. I was much struck with the ingenious and I may add almost automaton machinery which he invented, and, much to his credit, had constructed here, for the manufacture of his tin cases for putting the provisions up in. Fish, flesh, fowl, vegetables, milk, &c. are all preserved in this way; and from the cheapness of provisions generally, and the great abundance of fish, I should think a better country could not well be selected for such an establishment. Beef and mutton in Connamara is about 3*d.* a lb., and fish is absurdly cheap. A gentleman residing at Clifden informed me that he frequently purchased a large turbot for 6*d.* or 8*d.* Oysters are about 6*d.* a hundred; and herrings, finer than any I had seen upon any other part of the coast, not even excepting the famous Dublin Bay herring, are sold for about 10*s.* per 1000. To those who are sceptical as to the feasibility of reclaiming bog-land I would recommend a visit to Mr. Robertson's well-managed farm; he has bog-land producing enormous crops of turnips,

oats, and potatoes, which he assured me was so wet and marshy in some parts that a person could not walk across it before it was drained. He certainly farms under peculiar advantages, having great quantities of bones, offal, oyster-shells,—the refuse of his establishment,—which are carefully stored up. I cannot give a stronger instance of the security to life and property that exists in Connamara than by mentioning the fact, that Mr. Robertson has no locks to any of the doors of his house; indeed, the front door is a glass one, so that the precaution would be of no use. He further mentioned, that when the roads were making in that district, large sums of money were brought down to Mr. Nimmo by a mere boy. A gentleman residing at Kylemore mentioned a similar circumstance respecting his doors being without locks.

I could not help reflecting, on leaving Mr. Robertson's interesting settlement, that if such energetic enterprizing men were more frequently to be met with, Ireland would be in a very different position.

CHAPTER III.

“Beautiful as is the hill and lake scenery of the western Highlands of Scotland, in the neighbourhood of Oban it is rivalled here; Nature has been all bountiful.”—T. C. FOSTER.

HAVING remained as long at Clifden as my time permitted, I proceeded to Kylemore and Leenane. I had heard much of the beauty of the scenery along the Killery Harbour, but must confess I was not prepared for such a rich treat as this tour afforded me. The first few miles of the road out of Clifden is through a bleak country, which occasionally affords a good view of the coast, indented with bays in every direction. It does not, however, become particularly interesting until Ballynakill Harbour appears in sight. Several gentlemen have settled down in this district, and have reclaimed vast tracts of bog-land; the success of their labours becomes

very apparent by a comparison of their productive farms with the surrounding bareness.

I had the good fortune to be introduced to a gentleman who has taken a farm in this neighbourhood and has reclaimed a good deal of bog-land, which I was glad to learn proved highly remunerative for the outlay: he kindly accompanied me to Leenane.

The scenery along the valley in which the beautiful lake of Kylemore is situated is very striking. There is a comfortable little inn on the borders of the lake, which affords tourists an opportunity of stopping in this neighbourhood to explore Lough Inagh and the surrounding mountain ranges, which are well worthy of a visit. Shortly after leaving Kylemore, the Killery comes in view; and certainly a more wild or romantic scene cannot well be conceived, —it would have been worthy of the pencil of a Salvator Rosa. The mountain of Mewlrea, to the north of the Killery Harbour, forms a very prominent object; it is the

highest mountain in the west of Ireland, being 2688 feet above the level of the sea; it gives one the idea of being much higher than it is in reality, from the circumstance of its being on the sea coast. Mr. Inglis, speaking of this romantic district, says, "I do not hesitate for a moment to say, that the scenery in passing from Clifden to the Killeries and Leenane is the finest in Ireland. In boldness of character, nothing at Killarney comes at all near to it; and although the deficiency of wood excludes the possibility of a competition with Killarney in picturesque beauty, I am certainly of opinion that the scenery of this part of Connamara, including especially the Killeries, which is in Joyce's country, is entitled to rank higher than the more praised, because better known, scenery of Killarney. I would not be understood as saying one word in disparagement of Killarney, which in the combination of form and colour is not to be surpassed; but in speaking of Killarney I think I ventured to observe that no approach to sublimity

was to be found; and as in the part of Ireland of which I am now speaking there are undoubted approaches to the sublime, with all of the picturesque besides that depends upon form, I think these ought to weigh heavier in the balance than that softened beauty which at Killarney is created by abundance and variety of wood, and consequent splendour of colouring. I know that a far stronger impression was made on my mind in this journey than by any thing I saw at Killarney. Be it known, too, that this is a country of lakes,—lakes with as fine mountain boundaries as are to be found in the three kingdoms. The Killery is a narrow deep inlet of the sea, reaching far up into the country, and bounded on both sides and throughout its whole extent by a range of mountains, nearly as elevated and of as picturesque forms as any in Ireland. It may easily be conceived how great the attraction of this scene must be. It is of an entirely novel character, and resembles more the scenery of a Norwegian *Fiord* than any

thing I know nearer home. The inlet is not above an English mile across: several parts of the mountain boundary rise abruptly from the water; but there are here and there clefts and hollows which discover more elevated peaks beyond, and show the breadth and extent of the range. There is no scene in England of the same character as the Killery,—nor another in Ireland either on so grand a scale. If the mountain sides on the Killery were wooded, it would be almost unnecessary to travel into Norway in search of scenery.”

At the northern side of the bay is Delphi, the shooting-lodge of the Marquis of Sligo; it has nothing but the beauty of its situation to recommend it: a boat may be procured at Leenane, and it can in this way be visited. A more wretched village than Leenane I have seldom seen; it affords neither entertainment for man nor beast; it was with some difficulty I procured even a feed of oats for my horse: the people here are literally starving. It is melancholy to reflect that such destitution and poverty

should exist in a country possessed of such numerous industrial resources. The Killery bay absolutely swarms with herrings and fish of all kinds, and yet the surrounding population are starving. As I rode along the shore there were several boats fishing for herrings; their extraordinary success proved that this coast, in its fisheries alone, possessed a mine of wealth. Sir William Temple, speaking of the fisheries of Ireland, says, "It might prove a mine under water as rich as any under ground if it were improved to those vast advantages it is capable of." Notwithstanding that the boats on this coast are ill adapted for the purpose of the deep sea fishery, and that they are badly equipped with nets and other necessities, it is astonishing, whenever the attempt is made, with what success it is attended.

The coast of Galway has long been celebrated for its excellent fishing-grounds, and has been, from time immemorial, resorted to by fishermen from Kinsale and all parts of the coast: notwithstanding the

existence of such an abundance of fish, herrings are annually imported into Ireland from Great Britain. As a proof, if proofs were wanting, that this importation is not attributable to any inferiority in the fish, a gentleman informed me that his herrings sold for a higher price at Castlebar than the Scotch herrings. Mr. Nimmo, in his able Report on the Irish Fisheries, makes the following remarks on the natural advantages which this coast possesses; he says, "If the north coast of Connaught be scantily supplied with harbours, the same character by no means applies to the remainder of that province. From Broadhaven to the county of Clare is one continued succession of havens,—the finest indeed in Ireland, not excepting those in the county of Cork: many of these are fit for vessels of war of the largest class. The sea off this coast abounds in fish, being by far the most productive on the Irish coast, and it is regularly visited by decked wherries from Skerries Rush, &c., from the east coast, and by hookers from

Kinsale and from the south; these vessels, being able to stand the heavy sea of the Atlantic, can run to the fishing-banks in the offing, and of course succeed better than the country boats.

“The superiority of the wherries and hookers over the country boats is equally conspicuous along all the west coast of Ireland and Scotland, and as far as the isles of Shetland; and as these craft are equal not only to stand the sea in the fishery, but also to be employed on the coasting trade, and to make considerable voyages, they seem to be deserving of encouragement in this maritime nation.” He further adds, “Herrings are often known to set in to some of the bays in vast abundance; yet from the want of salt,* and the difficulty of transporting it across the country by the old bridle roads, or round the headlands, in wintry weather, from Galway or Westport, as well as the

* Colonel Thompson, in his evidence before the Fishery Commissioners, says, “Salt is frequently wanted; it was as high this season as 7s. per cwt.”

enormous monopoly prices to which it is immediately raised, the herrings are left to rot on the shore in heaps of many thousands; and the unfortunate fisherman, whose little stock has been expended during summer in fitting out his boats and nets, sees himself ruined, with abundance apparently in his grasp. The Boffin Bank is abundantly supplied with all kinds of white fish, cod, ling, glassen, mackerel, and gurnet. Off this coast about thirty miles, or just within sight of the high land of Achil Island, is the ground called the Sun-fish Bank, and is frequented in spring by the basking shark or sun-fish; the best season being the last week in April or first in May; they come hither from the north. In fine weather they come to the surface in the morning and evening, when they are pursued and struck with harpoons for the sake of their oil, of which one fish will yield to the extent of from seven to ten barrels of liver, worth about £40 sterling.

“The fish are in considerable numbers together, and easily got at in a fine day; but

the weather at this season is very uncertain, and the swell so great, that frequently there are hardly any fish caught: in 1822, for example, there were only two killed. Should a fine day or two occur during the season, there may, however, be thirty or forty killed; but in such a case the fish make off speedily to the south,—as the fishermen say,—whenever they smell the blood. The spear used for striking the fish in this business is an iron rod, of half-inch bolt, about four and a half feet long, having a moveable barb at one end and a socket at the other, which receives a wooden handle about six feet long; between the socket and barb slides a thimble and ring, to which is spliced the end of a coil of two-inch line, and which passes through two loops tied to the wooden handle. When prepared for striking, the barb is turned into the line of the shank, and kept so by a turn of yarn round the tail, which, when the fish is struck, slips off, permitting the barb to turn at right angles, and thus keep the spear in hold; the handle being then pulled, slips

out of the socket, and slides along the line when the fish runs it out.

“The animal lies quietly on the surface, and allows the boat to come alongside; nor does it make off until pierced to the quick: the wooden handle serves as a buoy when all the line is let out; many fish, however, are struck without effect, and the spear lost.”

This is one of the largest, according to Mr. Yarrel, of true fishes; it has been known to measure thirty-six feet in length: it is said to exhibit little of the ferocious character of the sharks in general, and it is so indifferent to the approach of a boat as to suffer it even to touch its body when listlessly sunning itself at the surface. If deeply struck with a harpoon, it plunges suddenly down, and swims away with such rapidity as to become a difficult as well as dangerous capture. This fishery is, I believe, now extinct, which appears to be mainly attributable to the want of sufficient tackle and also to the large importation of Newfoundland cod-fish oil.

Mr. J. A. Morris, of Clifden, gave the following interesting evidence before the Fishery Commissioners on this subject:

“The sun-fish usually appears in the month of April, but (arising from various causes) very few have been taken for some years, the fishery being little known, except among poor fishermen, who could neither afford time in making experiments or running risk, which they would do by looking after the fish off the land in open boats.

“This species is frequently accompanied by whales in their migration towards the north sea. The sun-fish weighs about six tons; they are speared with a harpoon, and it requires five or six men, for three hours or more, to kill one of them. When struck, they dive down perpendicularly, take about seventy fathoms of line, and draw the boat after them invariably to windward: when nearly exhausted, they are drawn up to the surface and pierced with a lance in several parts of the body until nearly bled to death, and with much caution, lest a flap of the tail should stove in or upset the boat.

They are then lashed fore and aft alongside the boat, and turned belly up; a man goes out upon the fish with a large knife or hatchet, cuts under and across the jaw, and rips open four feet towards the navel, when the liver floats out and is separated from the integuments; the fish immediately fills with water and loses its buoyancy, and the rope must be slipped with great dexterity or it would bring down the boat. The average produce of a liver is a pipe of oil, worth about £50. These fish contain no bone, but a cartilaginous substance from head to tail; and I am not aware that any part of the fish is of value except the liver. Only a few fish may be seen at one season, and a thousand at another; but one good year compensates for the disappointment of three. The fish are sometimes seen off the headlands; and no later than last year, close in with the shore. In conclusion, I have no hesitation in stating, that if this fishery were properly followed up, it would be attended with great national advantage; and there can be little doubt that were the

various fisheries prosecuted (particularly by a company) on the north-west coast of Ireland, with diligence, experience, and economy, they would not fail to produce a large profit to those who might embark in the undertaking."

The oil of the sun-fish was formerly in high repute; in Dublin it is at present scarcely to be found in the trade. To pursue the sun-fish with effect, the vessels employed should, according to Dutton, be of from eighty to one hundred tons burden, with their attendant boats manned with eight men each; but in the evidence taken at Galway, vessels of forty tons are stated to be sufficient. The Galway fishermen, however, search for these animals in their ordinary fishing-boats. It is also stated that a large portion of the oil was lost by conveying the liver to land in small open boats, as well as by the want of fit means on shore for extracting and saving the oil. The high price of the spermaceti oil in Dublin, and the excellent quality of the sun-fish oil, especially if due care were taken to boil it

while the liver is fresh and sweet, would insure a brisk and steady sale for the article.

Whales, I understand, are constantly seen on the coast. A large spermaceti whale was stranded on Roundstone Bay some years since, which, it is said,* “measured seventy-two feet in length, sixteen in thickness, and seventeen between the two forks of the tail: it appears that considerable difficulty was experienced in killing it: the oil, which is the only part of any value, sold for £1200; a large portion of it was at first allowed to escape, the people not being aware of its value.” I do not anticipate that the fisheries can be much extended until the people possess boats suited to so exposed a coast, and are properly provided with nets. The fishery on this coast would, I have no doubt, alone prove sufficient to give employment to the whole population, if properly conducted, and if sufficient capital was forthcoming; as, like other branches of industry,

* ‘Letters from the Irish Highlands.’

it cannot be properly carried on without a reasonable amount of capital.

As an instance of the amount of employment which a well-conducted fishery is capable of affording, it may be mentioned that in 1827 the pilchard fishery on the coast of Cornwall afforded direct employment to 10,521 persons, and that the amount of capital invested amounted to £441,215. In Holland, the fisheries have long afforded vast and remunerative employment; their importance may be judged from the following statement of the distribution of the population of the States-General in 1669, from which it appears that out of a population of 2,400,000, no less than 450,000 were engaged in the fisheries. The great Pensionary, De Witt, boasted with truth that every fifth man earned his subsistence by the great fishery; and that Holland derived her main support from it, and that the herring fishery ought to be considered as the main arm of the republic. The extent of the great fishery gave rise to the proverb that the foundation

of Amsterdam was laid on herring-bones. It is a remarkable circumstance, and one borne out by experience, that where nature does least, art effects most;—instance, the degree of perfection which agriculture has attained in Scotland on a soil naturally barren and unproductive. The progress made by the Dutch in the fisheries is owing principally to the circumstance that they are without natural resources: their country affords them no corn; they are almost without manufactures; they are, in consequence, thrown on the resources afforded by the fisheries to procure them corn and the other necessities of life in exchange. There is nothing, I think, which would tend more to encourage and promote the fisheries on this coast than by affording cheap and expeditious transit to the interior, so as to open up markets for the produce of the fishery. At present, the distance is so great from any market town as to render it quite useless as regards the consumption of fresh fish. The Government have, from time to time, passed various

Acts with a view to extend the British Fisheries; they have, however, unfortunately all proved abortive: one of the last granted, that of giving bounties, which was repealed in 1830, so far from extending the fishery seems to have had the contrary effect, and led to great abuses. Adam Smith pithily remarks, speaking of the tonnage bounty which formerly existed; "The bounty to the white herring fishery is a tonnage bounty, and is proportioned to the burden of the ship, not to her diligence or success in the fishery; and it has, I am afraid, been too common for vessels to fit out for the sole purpose of catching not the fish but the bounty. In the year 1759, when the bounty was at 50*s.* per ton, the whole buss fishery of Scotland brought in only four barrels of sea sticks; in that year each barrel of sea sticks cost Government, in bounties alone, £113. 15*s.*; each barrel of merchantable herrings £159. 7*s.* 6*d.*"

As another instance, it may be mentioned that it was proved before a Committee of the House of Commons, in 1785, that the

herring fishery absolutely cost little short of £20,000 annually, which on an average of ten years was equal to 75 per cent. on the value of all the fish that had been taken by the vessels on which it was paid. These facts afford a proof how much money may be squandered by Government without producing a beneficial result.

“It is the want, we conceive, of a steady and constant demand, and not of supply, which has at all times operated to the discouragement of the British fisheries. That the supply of fish is most abundant, and indeed inexhaustible, on the coast of Great Britain, has never been called in question. Sir John Borough says, ‘The coasts of Great Britain do yield such a continued sea harvest of gain and benefit to all those that with diligence do labour in the same, that no time or season of the year passeth away without some apparent means of profitable employment, especially to such as apply themselves to fishing, which from the beginning of the year to the latter end continueth upon

some part or other of our coasts; and these in such infinite shoals and multitudes of fishes are offered to the takers as may justly move admiration.' That this harvest,—ripe for gathering at all seasons of the year, without the labour of tillage, without expense of seed or manure, without the payment of rent or taxes,—is inexhaustible, the extraordinary fecundity of the most valuable species of fish would alone afford proof.

“In spite, however, of this abundant supply of wholesome, palatable, and nutritious food, yielded by the surrounding seas of Great Britain, every acre of which is infinitely more productive than the same quantity of the richest land; notwithstanding that these salt-water fields are perpetually white to harvest; it is a remarkable fact that in the inland and middle counties of England the labouring classes scarcely know the taste of fish. It would appear, however, that all which is now wanting for the encouragement and extension of the British fisheries is a constant, steady, and increased

demand in the home and foreign markets. The obvious policy then to be pursued for extending the British fisheries is by creating an extended and constant demand.”*

Though at the risk of being considered tedious, I will give a few statistics respecting the Scottish fisheries, which I am induced to do from the firm conviction that the deep sea fisheries round the coast of Ireland, if properly prosecuted, would prove not only amply remunerative, but it would likewise be found a cure for many of the evils which Ireland is unhappily labouring under at present, whilst such vast resources as are presented by the fisheries, by the unclaimed lands, by the mineral wealth which the country possesses, are allowed to remain fallow; it is only to be expected that there should be a constant alarm of over-population. It appears from the last report of the Commissioners on the Scottish Fisheries, that there is a capital employed in boats, nets,

* ‘*Encyclopædia Britannica*,’ article *Fisheries*.

and lines, of no less a sum than £1,267,735, the value of the nets alone amounting to £489,872, that of the lines used to £101,706, whilst the tonnage of the boats employed in the herring, cod, and ling fisheries, is 127,479 tons, the value of which is stated at £676,157, and the number of fishermen employed amounts to 99,397.

The Scottish Fishery may be said on a good year's fishing to produce one million of barrels of herrings, which are worth about a million pounds sterling.

Mr. Thomson, in an interesting and instructive little work on the Scottish fisheries, gives the following particulars respecting the habits of the herring:

“For a long time it was the received opinion that the herring was an inhabitant of the colder climates, and that the immense shoals, frequently miles in length and breadth, migrated once a year from the northern seas. Of this migration there seemed to be annual evidence. An opinion now prevails with many that the herring

does not leave the seas of its spawning, and the shores of which they periodically visit; but that they retire into the depths of the ocean until warm weather again brings them to the coast. It is possible that the herring may be a permanent inhabitant of our seas. Indeed, it is true that in one locality or another, during the whole year, the species is to be found; but that the immense shoals of July and August continue, may be also considered problematical.* The herring is very prolific, and deposits eggs to the amount of between 3000 and 4000. There is one habit of this fish, in the absence of which would have

* The migration of the herring is, I believe, a point still undecided by naturalists.

Bloch says,—The herring has this in common with other fish, that in spawning time they quit their usual abode in order to search for those places most convenient for depositing their spawn. On this account they proceed like other species, from the depths of the ocean, to perform this natural duty in the shallows, where the bottom has been rendered rough by the rolling of the waves. Instinct therefore, and not the dread of whales, induces them to repair to these places; it is possible also, they may be

been in a measure the non-existence of the fishery in its present condition. This important circumstance lies in the simple law of instinct, which induces the herring to rise to the surface of the water at a certain hour after sundown. During this impulse, either in search of food or for some other natural purpose, it strikes into the net, and it is then for the most part when the fisherman reaps the reward of his nightly toil. It is from this habit that much of its possession is given to man, and pending on this are the many varied wheels of industry brought into action by the enterprise. The varied success of the herring fishery arises principally from the

induced thither by the aquatic insects and worms which serve them as food, and which are found near the shores. As all other fish spawn at three different times, according to their age, and as the spawning of the same individual kind may take place sooner or later according to the temperature of the water and of the atmosphere, as is proved by daily experience in our rivers, it may be easily conceived why herrings make their appearance at different times.

changeable state of the weather. The usual quantity of fish is annually somewhere on the coast. This fish is remarkably organized for the supply of inland countries deprived, by distance from the ocean, of its produce in a fresh condition ; it is also adapted as an article of food, as the fancy of appetite may induce, either in a raw state or in a cooked. The herring is mostly esteemed as a delicacy when it can be had fresh from the boats, and is to be enjoyed in perfection at any of the fishing stations ; and in the islands of Great Britain and Ireland, the mode of preparation for the table is by roasting or boiling. In the provinces of Germany, and, indeed, over continental Europe, it is otherwise ; there the cooking is dispensed with ; the only part used is the back in a raw state, and when the barrel is properly packed, it gives a breadth of flesh which is highly esteemed. Early in the season, in Germany, this little fish is eagerly sought for by the rich, not only as a fitting table companion to the sweet young vegetable, but

is likewise held as medicinal, in the light of an alterative for the blood. The consuming price of a single herring in the month of June, at a place of entertainment, will reach as high in Berlin as half a dollar, which, at the rate of 700 fish to the barrel, would produce the enormous price of fifty guineas."

Mr. Thomson states that the herring trade with Ireland has been for some years in a languishing condition, and adds that the consumption for the year ending 5th January, 1848, amounted only to 102,690 barrels. I shall be glad to hear when this trade has ceased altogether: it is a melancholy reflection that with such fine fishing-grounds, such noble harbours, as many parts of the Irish coast present, millions of people should be starving with plenty within their reach, and that over a hundred thousand barrels of herrings should be imported annually into the country.

The important advantages of conferring food and employment to a great portion

of the population, is not the only benefit which the extension of the Irish fisheries is capable of conferring; their benefit to agriculture in the production of one of the most powerfully stimulating manures known, is also worthy of notice. In Scotland Mr. Thomson says, "In looking back some thirty, nay even twenty years, in a hundred localities will be found waving fields of corn where formerly flourished in its native pride the blooming heather:" he further adds, "there is not a proprietor possessing an acre of land fit for cultivation on the shores surrounding the north of Scotland, but should have a deep and lively feeling in the successful prosecution of the fisheries. There is no fallacy in asserting that the fisheries have much aggrandized the value of many landed estates. The county of Caithness is allowed to be one of the most improving in Scotland; and it will not be denied that in its increased and increasing cultivation, its fisheries have played no secondary part.

On the estates surrounding the district

of Wick, there are not more abundant crops of oats growing in the country. It is not only on the larger tracts of land capable of cultivation from moss and heather that this fruitfulness is to be found, but the traveller will observe, on entering the country, that every patch of tolerable soil is covered with a luxuriance of growth not surpassed in districts with a better climate and a richer mould. Ten crans of herrings give a barrel of manure. A barrel of manure is sold to the farmer for two shillings and sixpence. An average catch in July and August on the coast between Peterhead and Wick will produce 250,000 crans. This then will be paid in manure with a sum of upwards of £3000. This is from the herring alone, for a certain season, and but for one distance of the coast. Multiply it by the whole surrounding coast and by every variety of fish, and the agriculturist in Scotland in the labours will be aided in a value of not less than £30,000, and indeed if £50,000 is stated, it will not be beyond the truth. 20 barrels

of herring soil will satisfy an acre ; so that from 25,000 barrels are enriched and rendered fertile and luxuriant 1250 acres. In the heavy clay lands of Morayshire, the farmers are as anxious to be customers as those in Caithness and in Aberdeenshire. Around Fraseburgh and Peterhead, a weekly carriage of ten and twelve miles is most willingly submitted to. From the nature of their labour the population of a thriving fishing-village are proportionally larger consumers of the necessities of life than any other class. It is sufficiently evident that the encouragement which the proprietors of our northern coasts may have it in their power to bestow on this portion of their property, will prove itself a rich appendix to their own and their successors' aggrandizement."

CHAPTER IV.

"The scenery of Maum is fine—very fine. If a lake filled the hollow of the mountains, Killarney might tremble for its supremacy: for the outline of the mountain range surpasses in picturesque form any of the ranges that bound the lakes of Killarney."—*INGLIS*.

It is to be regretted that no inn at present exists at Leenane, as it would be a convenient place for tourists to sojourn, in order to visit Delphi, Salrock, and other points of interest in its neighbourhood.

An inn was formerly kept here by one of the descendants of the family of Joyce, from whom this country takes its name: he is commonly known as big Jack Joyce, and has been mentioned by almost every tourist who has written on this district.

At Leenane, the road divides into two branches; the northern road leading to Westport, and the other to Maum inn, and Cong. To persons who cannot afford the time, this latter road is the one which

must be followed, as tourists can by this route either return by way of Tuam, or take the cross road at Maum inn, which is only 4 miles from the mail-coach road to Galway. Persons who are not limited as to time, ought certainly not to leave this part of Ireland without visiting that portion of the county of Mayo, known as Erris and Tyrawley: the coast scenery alone would prove a rich reward for the journey. Under any circumstances I would recommend persons to sojourn for a short time at Maum Inn, as it is a place most admirably situated for visiting Cong, Maum, Torc, and other points of interest in this district;* and the little Inn itself affords comforts which the traveller would hardly expect to meet with in so remote a district. The southern portion of Erris, known as Ballycroy, will be recognized as the district described in that interesting work, the 'Wild Sports of the West,' from the well-

* "I know not any position in the British Isles so favourable as Maum inn for observing within a limited compass, fine lake, river, ocean, and mountain scenery."—*Otway*.

known pen of Mr. Maxwell: those who have read that little work, I feel convinced, will not be disposed to leave Connamara without visiting a district which has formed the subject of so many interesting anecdotes. The late Rev. Cæsar Otway has also written an amusing volume, entitled 'Sketches in Erris and Tyrawley;' both of which works I most cordially recommend.

The distance from Leenane to Maum inn is about nine miles. The road skirts along the side of the Bealanabrack River, which finally runs into Lough Corrib: it is a drive of considerable interest. Mrs. S. C. Hall, thus speaks of it:

"The road from Maum to Leenane is exceedingly grand: the varied shape and constant novelty of the ever-changing scenes, as the tourist winds along this route, amply repay fatigue. As a starting-point or resting-place for the traveller who is anxious to visit well and comfortably all that is grand and beautiful in this district—we repeat, it would be difficult to fix on a more exquisite site than that occupied by the hotel at Maum:

its clean whitened walls, and comfortable compact appearance,—as descried at a distance, looking like a white dot at the foot of the immense mountain behind,—has been a most welcome sight after a hard day's devotion to the picturesque in this wild district—a day that will never be forgotten.

“There was nothing in Connamara that astonished or delighted us more than the valley through which the river winds at the base of a double line of mountains. We saw many scenes of wilder and more rugged grandeur, but none that so happily mingled the sublime and beautiful. We are here indeed in the presence of the ‘lone majesty of untamed nature;’—few of the works of man appear around us; of habitations there are none, except a score of humble cabins sheltered by the overhanging hill,—and of the labours of the husbandman, the evidence is very scanty. The peculiar beauty of the scene consists indeed in the happy blending of rugged grandeur with gentle beauty; for the river moves calmly through the dell, after having rushed in torrents

down the sides of the mountain, and pursues its even course into the broad lake."

All writers on Connamara agree respecting the excellence of the Maum inn; and I am happy to add my humble testimony in its favour. I arrived there at a season of the year and at an hour when persons seldom leave their firesides, and I was most agreeably surprised at the capabilities of the cuisine department. Had the Prince Puckler Muskaw written a work on Connamara, I feel convinced he would have devoted a chapter in praise of this little inn. It was originally built by the late Mr. Nimmo, the eminent engineer, for the use of his assistants, when the roads were being laid out in this district. The present proprietor is Mr. Rourke, who was originally in the employment of Mr. Nimmo. He is a most obliging and intelligent person, and will not fail to put tourists in the way of seeing any thing of interest in the neighbourhood. I do not know anywhere of a more comfortable little hostelry than this; and I hope to

hear of its being enlarged, which I have no doubt the proprietor will do, should tourism in Connamara become fashionable.

To the lover of the angle there is perhaps no part of Great Britain where so much sport is likely to be afforded as in Connamara. All the lakes abound with fish, particularly trout and salmon. Gentlemen living in the neighbourhood told me some marvellous stories respecting the quantity of fish which expert anglers have taken in some of these lakes in the course of a day's fishing. In Lough Corrib is found the Gillaroo trout, which is remarkable from the circumstance of its possessing a gizzard. Sir Humphrey Davy, who was particularly fond of angling, and wrote a work* on the subject during a severe attack of illness, thus speaks of this fish :

“In appearance the Gillaroo trout differ very little from the common trout, except that they have more red spots, and a yellow or golden-coloured belly and fins, and are generally a broader and thicker fish; but

* ‘Salmonia.’

internally they have a different organization, possessing a large, thick, muscular stomach, which has been improperly compared to a fowl's, and which generally contains a quantity of small shell-fish, of three or four kinds; and though in those I caught, the stomachs were full of these shell-fish, yet they rose greedily at the fly. I have caught some of these trout not longer than my finger, which have had as perfect a hard stomach as the larger ones, with the coats as thick in proportion, and the same shells within: so that this animal is at least now a distinct species, and is a sort of link between the trout and char, which has a stomach of the same kind with the Gillaroo, but not quite so thick, and which feeds at the bottom in the same way. I have often looked in the lakes abroad for Gillaroo trout, and never found one. I have never met with Gillaroo trout except in Ireland."

It was at one time thought that this fish was peculiar to Lough Corrib: it has, however, of late been found both in Lough Neagh, Lough Erne, and Lough Mask; and

is sometimes said to weigh from fifty to sixty pounds.

Mr. Daniel, in his work on Rural Sports, gives the following particulars. He says,—
“These fish are esteemed for their fine flavour, which is supposed to exceed that of any other trout. Their shape is similar to that of the common trout, except being thicker in proportion to their length, and of a redder hue both before and after being dressed. It is usual to dress the gizzards, which are esteemed a great delicacy.

“The pike in Lough Corrib are of immense size, as also the perch: of the former, one of the great weight of sixty-eight pounds, and of the latter, one weighing nine pounds were taken. Salmon and trout are in prodigious quantities, and eels are noted for their rich flavour, size, and abundance. In short, these waters abound in all that can invite the angler to their banks. They are better stored, and the fish contained in them are of a larger size than are to be found elsewhere in the United Kingdom.”

The excellence of the flavour of Irish trout

and salmon is quite proverbial. Sir Humphrey Davy has remarked that those trout are the finest which frequent rivers running through a calcareous district, which he has accounted for on philosophical principles.

Cong, which is situated near the borders of Lough Corrib, is thirteen miles from the Maum inn. It is a place possessing much historical interest, and though now a miserable village, it was formerly a place of great note, having been the residence of the kings of Connaught. It was here that Roderic O'Connor, the last king of Ireland, died, having retired here in 1186, on being deposed by his rebellious sons. His remains are said to have been deposited in the celebrated abbey here; but Clonmacnoise likewise claims the honour, and, I believe, with more justice. It is certain, however, that Roderic passed the last fifteen years of his life in seclusion in this ancient abbey, and died at the advanced age of eighty-two.

In the *Monasticon Hibernicum* this abbey is stated to have been erected by St. Fechan, who died A. D. 664: it is therefore a place of

considerable antiquity. The ruins are in a state of great dilapidation; enough, however, remains to prove that it was a most elaborate structure. The carvings are extremely rich, and many of them in a state of wonderful preservation. It has not only had to contend with that great destroyer, Time, but the hand of man has been raised against it. William De Burgo is said to have spoiled the church and tower in 1201; and the Rev. Mervyn Archdal states that previously, in 1134, it was partially destroyed by fire.

The village of Cong is pleasingly situated near the outcrop of the great limestone field; in the neighbourhood is a subterranean passage, through which the surplus waters of Lough Mask run into Lough Corrib. The difference of level between these two lakes is very considerable, amounting to 40 feet. These fissures in the limestone formation are by no means of unfrequent occurrence.

About a mile from the town is a place known as the Pigeon Hole, where, by descending a flight of steps, a very singular view may be obtained of the waters of Lough

Mash, which flow through here on their passage into Lough Corrib. The Rev. Cæsar Otway has given the following admirable description of this place :

“ We set off for the Pigeon Hole to the northward of the town, near an English mile, and calling at a miserable hut on the road-side, out came as witch-like a hag as I think I ever saw.

“ Her sunken eye, her sallow, smoke-dried cheeks, nut-cracker nose and chin—then the all-bony body, over which was negligently thrown an attire altogether in keeping with the face and form—the tattered brown woolsey gown, the short madder-red petticoat; no shoes or stockings.

“ On its being announced to her, that gentlemen were come to see the Pigeon Hole, out she came with a wisp of straw in one hand and a lighted sod of turf in the other, and we proceeded down a lane towards the object of our curiosity, which was, in fact, a deep chasm in the limestone waste that extended all around, uncovered by any verdure, and which every where presented

rock upon rock piled in solemn and grand desolation. All around this chasm there were fringes of wild rose, honey-suckle, purple heath, and the palmated lady fern, and down below was heard the echoing murmur of rushing waters.

“The old woman led us to some steps by which we had an easy descent, and at the bottom found ourselves in a cave of considerable magnitude, through which flowed a strong stream of water that seemed alive with trout, and across which was constructed a weir for catching eels; the sun cast its westerly light down through the chasm: it was finely in contrast to see the waters in one spot flashing under the sun-beams, and then flowing darkly on, losing themselves in the obscurity of the caverns to which they descended, as with many a moan. To add to the picture, (and a master of *chiaro scuro*, some Teniers or Ostade, would have drawn a fine study from it) two not uncomely young women were beetling clothes below; and as they stood in the sun-light, with its beams sparkling from their beetles, while

with vigorous arms they struck the linen at their feet, and their sturdy strokes sent their many echoes through the cavern—they really formed a fine group. And then came the old woman to perform her function, and *it* was all-important: she had with her coal, set fire to a wisp drawn from the bundle of straw she carried, and proceeding down along the cavern far away from where the sun was sending its intrusive beams, she tossed on high her blazing wisp, and having given it sufficient windage, until it lit up fully the dark, mysteriously varied roof, she cast it forth on the waters, and on it went floating and still blazing, carrying forward its light, and discovering on and on the vaults and passages, now high, now low, eddying and whirling, and flashing up its fitful blaze until it was extinguished in the far distance, where the stream plunged down and was lost where eye never followed.

“I think I have not seen a more picturesque sight than this;—the sun-beams streaming down from heaven above—the waters flashing and foaming—all where the light extended

covered with the many-coloured vegetations of moss, fern, and lichens—then the old woman, like Hecate, standing on a rock where the daylight had failed to reach, and tossing high her lurid and Stygian light, which she cast with a sort of infernal grace upon the waters—all this was a picture that cannot escape from my memory. This woman, Babby Burke by name, I hope will long live to be the appropriate accompaniment of this cave; it would be no *show* without her; she is a garrulous and self-sufficient old hag, as she ought to be, and is privileged to have the exclusive right of showing off the cavern, and of burning her wisps of straw to illuminate it. She was civil and contented with what she got; and there have been few show-places where I grudged less the piece of silver I gave to the poor old woman, who really forms much of the curiosity of the place.”

CHAPTER V.

"At Maum one is forcibly struck with the advantages which would be opened up to this district by the extension of the navigation of Lough Corrib to the sea. Fine slopes of reclaimable land border the deep stream that at the distance of half a mile flows into Lough Corrib; and the same boats that would carry to market the produce of the cultivated land would bring from the bay of Galway sand, seaweed, and lime, to be laid upon the yet unimproved wastes."—INGLIS.

It is impossible to glance at the accompanying map without being astonished at the immense proportion which the lakes and rivers bear to the land. Lough Corrib alone contains 44,000 acres, and measures in extreme length about twenty-seven miles. Lough Mask, which is divided from Lough Corrib by a narrow neck of land of about two miles in breadth, contains an area of 22,000 acres, and is ten miles in length.

A short canal connecting these two magnificent expanses of water would open out

to the district a still-water navigation of over forty miles in length, and presenting a coast-line of over one hundred miles. It would possess the further advantage of affording an opportunity of lowering the water of Lough Mask to the level of Lough Corrib, which difference amounts, as I have already stated, to about forty feet, and which would, according to Mr. Bald, leave dry a great portion of Lough Carra and Lough Mask. It would further drain the district through which the river Robe passes, and would afford an effectual fall to the waters of the interior districts of not less than two hundred square miles. The lowering of the water of Lough Mask would give a drainage to more than 150,000 acres of an inland country.

Mr. Bald estimates the water power of Lough Mask and the small Lough Carra, which contain together about 25,000 acres, as equivalent to 2034 horses working twenty-four hours, which, under sluice and dam, working twelve hours a day, would be 4064 horses, which would be equal to eighty-one

steam engines of fifty horse power each. The regularity of water power makes it (independent of the saving of cost, which Sir Robert Kane estimates at £30 per horse power per annum) much more valuable, when steadiness of motion is required, than steam power.

A short canal is now in course of execution between Lough Corrib and the sea, which, when completed, will be of incalculable advantage to this district.

I need not add that the water power of this district is not confined to Lough Corrib and Lough Mask. The whole country is studded with lakes and rivers in every direction, which could easily be rendered navigable. In fact, as Mr. Nimmo has remarked in his able Report on this district, there is no portion of it distant more than six miles either from the sea or some navigable lake. As this invaluable Report is now not easily accessible, I have been induced to give some extracts from it in the Appendix, as from Mr. Nimmo's long acquaintance with Connamara there is no one more capa-

ble of pointing out the vast capabilities of the district; and it is much to be regretted that many of the valuable suggestions which these Reports contain—I allude to the Bog Reports—have never been carried out. They were attended with considerable expense, having cost nearly £40,000, exclusive of the expenses of printing, &c. The great error appears to exist in the fact, that no comprehensive measure is carried out for Ireland: every thing is, unfortunately, done by piecemeal, and even that is only executed to meet some calamity or contingency. It is now exactly twenty years since Sir Robert Peel made the following pertinent remark in the House of Commons, and which unfortunately would apply with equal truth in 1849:

“We cannot determine on remaining idle spectators of the discord and disturbances of Ireland. The universal voice of the country declares that something must be done. I am but echoing the sentiments of all reasonable men when I repeat that something must be done.”

What that something is, appears to be yet undecided. Every person has a nostrum for meeting the difficulty. Mr. Trundle "has a plan of drainage (*vide* 'My Uncle the Curate') which is to set Ireland on her legs, and to cost the British Treasury only thirty millions. What signifies thirty or sixty millions to the British Treasury?" argues Mr. Trundle, like the honest carrier who, when consulted respecting the endangered city, recommended that the fortifications should be made of leather. I some time since proposed that the country should be fortified with railways.*

Do not, gentle reader, startle at the proposition, without giving the subject a little consideration. When I speak of railways, I do not wish it to be supposed that I mean to recommend the costly structures which have been executed in this country at such an enormous outlay, which was attributable, in the first place, to those expenses which are always attendant on the introduction of a new system, and also to the opposition

* 'Letter, &c., to Lord John Russell,' &c.

presented by the government, with a view, as it was termed, of preventing private interests being unduly interfered with.

It would be extremely rash of any man to predict the amount of benefit which would be conferred on Ireland by such a measure. Who, for example, would have been sanguine enough to calculate upon sixty millions of passengers being transported by railway annually? Yet such is the return made by the Railway Commissioners.

With respect to the outcry which has been raised against railways on account of the large sums of money which they have absorbed, and thus injured other branches of trade, it appears, on investigation, to be without foundation. On the examination of the accounts of many of the houses which failed during the panic, and which was attributed to railways, the only thing calculated to excite our surprise is, that these failures did not occur years ago, and which can only be accounted for by the great amount of commercial prosperity which existed up to 1847.

It is further erroneous to suppose that railways act injuriously in fixing a large amount of capital. Surely, capital cannot be more advantageously expended than in the construction of such works, particularly when we consider that the money is expended in the country, and that the greatest portion of it is spent in labour.

It appears that since the peace of 1815 three hundred millions sterling of British capital have been invested up to the present time in foreign loans, the greater portion of which does not return any interest. It is surely, therefore, unreasonable to suppose that an expenditure of two hundred millions over a period of twenty years could produce any very injurious effect on trade in general, particularly when we consider that the money remained in the country, and that the greater portion of it was expended in labour.

I believe I am correct in saying that at present there is a very large amount of capital unemployed. The fact of the funds being so high is in itself a proof that such is the case. It is unnecessary to dwell on the

advantages that would accrue, should a portion of this unemployed capital find its way into Ireland, which would speedily take place, should the government aid the construction of railways. I do not advocate that government should take the construction of such works into their own hands. I believe that they are far better left to private enterprise. All our great works in this country have been executed in this way, from the Eddystone Lighthouse to the Britannia Bridge. There is no reason, however, why government should not give railway companies every facility in their power, instead of throwing obstacles in the way, which unhappily has been the practice hitherto in this country. There is no doubt that a cheap system of railways in Ireland would prove a great boon to the country; and it would be easy, and perhaps desirable, that government should require that, in return for the facilities which were thus afforded to railway companies, they should carry passengers at an extremely low rate of fares, especially third class passengers. It would

also be most advantageous to agriculturalists that fish and manures should be transported at the lowest possible fares; and it is evident that if the government afforded facilities for obtaining Acts of Parliament which do not now exist, private companies would be enabled to construct their works at much less cost, and consequently a lower tariff would remunerate them.

I believe it is now generally admitted that the enormous sums spent in Ireland on relief works during the last few years, and which have amounted to over eight millions, have been productive of little if any benefit to the country. Most of the roads which have been laid out, whilst they have cut up a vast deal of cultivated land, have done little good in opening out new districts. In fact, Ireland is, at the present time, amply supplied with roads. The time has now arrived for introducing an improved mode of communication. A glance at the accompanying skeleton map will show how few districts of Ireland possess the advantage afforded by railway communication: the west of Ireland

is, unhappily, entirely neglected; and this is the more to be regretted, when we consider the many noble harbours which that coast possesses.

As I believe there is nothing which would open out and render available the great natural resources of the part of Ireland of which I am now writing, as a cheap system of railway communication, I am induced to give some extracts from a work I recently published on the subject, and which I trust will not be considered *mal à propos* in this place.

The great experience which has been obtained of late years in the construction of railways, would enable us to avoid those enormous expenses which are in general attendant on the introduction of a new principle.

By adopting a steeper system of gradients alone, much outlay might be avoided. When the London and Birmingham line was projected, it was thought necessary that the ruling gradient should not exceed 1 in 330, or an ascent of sixteen feet in

a mile: the consequences were, that in order to obtain such easy inclinations, enormous cuttings and embankments were rendered necessary; it also involved tunneling in many instances. Experience has proved that no practical disadvantage arises from gradients rising even 1 in 65 and 70; and on the Lancaster and Carlisle, Caledonian, and other lines, these gradients, which exist for miles together, are worked with the greatest facility.

By adopting single lines of railway, a great saving in the first instance might be effected: several single lines are worked in this country, instance the Southampton and Dorchester, and no inconvenience is found to arise owing to the introduction of the Electric Telegraph.

With respect to the sum I have put down for the purchase of land, it has been objected that it has been dealt with in "too wholesale a way." In reply, I can only say, in dealing with a subject of this kind it would be impossible to consult, in every particular, private interests. It is evident

that legislation must always be conducted on the principle that private interests must yield to the public weal. All changes, though even for the better, will be found to be attended with individual inconvenience, and perhaps, in some cases, amount to injustice.

With respect to the measure proposed for Ireland by the late lamented Lord George Bentinck, and known as the "Comprehensive Measure," I fear it could not have been carried out. In the first place, whilst sixteen millions would prove too large a drain on the Finances of the country, it would not have proved adequate to meet the contingency for which it was intended. Railways, as I have before remarked, are like other undertakings, best left to private enterprise; and when the government interferes, it should be in rendering such legitimate undertakings every assistance in their power, rather than throwing obstacles in the way, as in the case of the standing orders of parliament. Without any further preface, I submit the following.

remarks, which have been the subject of some consideration. Should it be found that capitalists, even on granting these facilities, would still be indifferent to the subject, surely the government ought in that case to follow the example of the East India Company, and guaranty a per-centage for a term of years on such lines as they might consider of national importance. The condition of Ireland is anomalous, and calls for assistance, which, perhaps, it would not be considered politic to afford to other parts of Great Britain.

CHAPTER VI.

“ Lord Bacon saith truly, there are three things which make a nation great and prosperous ; a fertile soil, busy workshops, and *easy conveyance for men and commodities from one place to another* ; to which let me add, knowledge and freedom.”—BISHOP HALL.

THE immense advantages which have resulted to this country from the introduction of railroads,—advantages which have surpassed the anticipations of even the most sanguine promoters of the system,—justify the opinion that the extension of them to Ireland, on a principle of strict economy, and under the patronage and with the assistance of Government, would be a measure fraught with the most happy results,—both temporarily, in affording employment to a destitute and starving population,—and ultimately, in the permanent improvement of the social and physical condition of the country. Nothing can more strongly prove the soundness of the

railway system in a commercial point of view, than its having overcome the many great difficulties with which its introduction in this country has been attended, and the fact of its having triumphed over the opposition not only of land owners and others, but even those obstacles (perhaps the most formidable of all) presented by Parliament itself.

My object in the following remarks will be to point out briefly how, by a system of wholesome legislation, the enormous expenses which Railway Companies have had to contend with in this country may be avoided in Ireland; and to show that lines of railroad may be constructed so as to form a safe and desirable investment to capitalists, whilst at the same time they would produce the happiest effects in improving agriculture,—in affording means for profitably reclaiming the waste and bog lands,—in extending that important but hitherto neglected branch of commerce, the deep sea fishery,—in turning to advantage the Western Harbours,—and finally,

by calling into existence new branches of trade peculiar to the quickness of railway transit, thus giving a general stimulus to the industry and enterprise of the country. There is no doubt that such works would prove an alleviation of many of the evils by which Ireland is now overwhelmed; that emigration, and those other costly expedients which have been resorted to, to meet a temporary exigence, would be found unnecessary; and that so far from the country being overpopulated, all the labour she is capable of affording might be profitably and beneficially employed at home.

Railroads have not hitherto been introduced into Ireland to any extent, partly from the supposed insecurity of property, but chiefly because it is considered that the traffic is not at present sufficient to render a fairly remunerative return for capital invested in the construction of such costly works as have been executed in this country. I shall show, however, that by the patronage and assistance of Government the vast

preliminary expenses incurred by English companies may be avoided, and that by relief from these and other considerable burdens, which will be afterwards noticed, railways in Ireland, instead of costing from £ 40,000 to £ 50,000 per mile, as has been too often the case in England, may be constructed at an outlay not exceeding £ 9000 per mile; and under such altered circumstances, capitalists would no longer hesitate to embark in these undertakings.

I do not mean to advocate that Government should take into their own hands the construction of such works, but that they should direct and assist the efforts of private companies. All our great public works have been entrusted hitherto to private enterprise, and the degree of perfection attained proves the correctness of the principle.

The effect produced by the roads recently laid out in the southern districts of Ireland are particularly worthy of notice. The late eminent Engineer, Mr. Nimmo, in his Report to Government, says, speaking of

the opening out of a part of the county of Cork by making new roads,—where £ 60,000 was expended, and the customs and excise were in consequence augmented to the enormous extent of £ 50,000 a year, attributable entirely to the facilities by which whole districts have been rendered available for productive purposes, and a miserable and pauper population converted into a class of consumers,—“The benefits resulting from these public works appear to have been—extended cultivation,—improved habits of industry,—a better administration of justice,—the re-establishment of peace and tranquillity in disturbed districts,—a domestic colonization of a population in excess in certain districts,—a diminution of illicit distillation, and very considerable increase to the revenue.” Innumerable instances might be adduced of similar good effects from the laying out of new roads: and it is only reasonable to conclude, therefore, that if roads have been productive of so much benefit to the country through which they passed, still more remarkable

results would ensue from the construction of railroads.

It is needless to dwell at any length on the advantages which railways have afforded to agriculture; these are so numerous and fully acknowledged, that it has been stated by those most conversant with the subject that railway communication is, if possible, more important to an agricultural than a manufacturing community, affording such great facilities for the transport of cattle to market, in the best possible condition, to distances of even 300 or 400 miles. Mr. Smith, of Deanstown, the eminent agriculturist, has proved that in a farm of 200 acres the mean saving effected by railway transit in the carriage of farm produce to market, and the transport of manure back, will amount to £102 annually; this at thirty years' purchase would amount to £3060; so that this farm, which without a railway would rent at about £400, would be worth £500 a year after a railway was established, or, in other words, it would be increased in value 10s. per acre per annum. He states

the quantity of exports from such a farm at 148 tons; and the imports (of manure, store cattle to be fed, lime, guano, &c.) at 197 tons; and he supposes that this shall be transported an average distance of 15 miles, which is evidently taking a very low average.

The reclaiming of waste lands would also be greatly facilitated by the vicinity of a line of railroad. I cannot more strongly exemplify this than by mentioning the instance of the Chat Moss over which the Liverpool and Manchester Railway runs, because it is similar to a great portion of the bog land in Ireland, the only difference being that the latter can be more cheaply and easily reclaimed. The late Mr. Roscoe spent large sums in attempting the drainage of that quaking morass, and although he succeeded to a small extent, the expense incurred was so enormous as to render it a most unprofitable speculation : since the formation of the railway, however, it has been entirely reclaimed, and is at the present moment in a state of the highest culti-

vation, producing some of the largest crops of turnips that have yet been grown in England. This is entirely attributable to the facilities afforded by the railroad, namely, a cheap supply of soil and manure, besides the further advantage of easy access to a good market for the produce.

The fishing-grounds on the coast of Ireland may be said to possess an European reputation. Some of the finest and rarest kinds of fish abound all round the coast, but most especially on the western shores; yet so isolated are these districts, that at the present time there are only about 99,000 persons employed in the fisheries throughout the whole of Ireland. In Holland, when at the zenith of her prosperity, out of a population of 2,400,000, 450,000 received direct employment from the fisheries. What a contrast do we find in Ireland, where, out of a population of 8,175,238 persons, only 99,000 are thus employed; so that whilst Holland supported the fifth part of her population by the deep sea fishery, in Ireland it only gives employment to

the 80th part: and this is the more remarkable when we consider that 6,427,712 are Roman Catholics, a class who adhere strictly to the fasts instituted by their church. No system of bounties which the Government could provide would afford so much encouragement to the extension of these fisheries as ensuring a steady and constant demand; and this desirable object can alone be effected by the quickness of railway transit. From the perishable nature of fish, it is evident that to no other article of food is railway transit so important. This has been most remarkably demonstrated in England. The town of Birmingham may be selected as an example. In 1827, the quantity of fish consumed amounted to about 400 tons; at the present time there is an annual consumption of nearly 6000 tons: and this is not an isolated case; the same results have ensued all over England. Fish was formerly either unknown in the interior, or obtainable at so high a price as to be only within the reach of the wealthy; now it is to be had in great perfection, and at

a comparatively low cost, in almost all the inland towns.

The overplus of the fishery might be applied with great advantage to the manuring of land, and in this way alone great employment would be afforded. It is only necessary to allude to the Stow boat-fishery on the south-eastern coast of England as an example, where more than 500 boats are employed in this branch alone. They principally take sprats, as also the spawn of nearly all other kinds of fish, which is known to possess extraordinary fertilizing properties: the demand for it in consequence is very great, the quantity applied being sometimes as much as forty bushels to the acre. In Cornwall, likewise, all the superfluity of the pilchard fishery is applied to this purpose, and in years of great plenty even the herring has been so employed, as well as numerous other kinds of fish. It is most important that fish intended for manure should be conveyed as quickly as possible to its destination, for its efficacy as a fertilizer depends almost entirely upon its being used

before decomposition takes place, otherwise much of the valuable gases would escape.

Having briefly drawn attention to some of the advantages which might be expected to attend the extension of railways in Ireland, I will now endeavour to demonstrate how Government may promote so desirable an object, and by what means the cost may be so diminished as to render them a safe and desirable investment for private capital.*

* "It is not solely with a view to benefit Railway Companies that these acts of justice and encouragement should be enforced, but also for the advantage of the public at large; for it would be a great mistake to imagine that there is no public interest involved in reducing the expenditure attendant upon the construction and maintenance of railways: whatever may be the amount of profits sought by the companies, extravagant expenditure must ultimately be paid for by the passengers and traffic; whereas an economical arrangement and reduced expenditure may lead to reduced charges and greater accommodation.

"If the whole system could be lightened of the enormous expenditure, now looked upon as a matter of course, and which, without doubt, might be reduced in every part, a general system of reduced charges would naturally be the consequence."—*Report of Railway Commissioners (Ireland).*

And to this end it will be desirable to explain the causes of the immense unnecessary expenses incurred in this country by Railway Companies, which may be entirely avoided for the future.

These are to be attributed, in the first place, to the large sums expended in complying with the forms required by the Standing Orders of Parliament, whereby immense sums are uselessly spent in law and engineering, as well as buying off the opposition of landowners; and, secondly, to the enormous cost of actual construction, which has arisen from various causes, such as want of judicious plans, attending too much to merely local interests, to the prejudice of the line,—aiming at an unnecessary degree of perfection in the engineering and construction of the works,—and to the high price of labour and materials which the great demand occasioned.

The accompanying Table, compiled from official sources, shows very forcibly what enormous sums have been expended in obtaining the several Acts of Parliament.

	Cost of			Average Cost of		
	Land and Compensation.	Engineering and Surveying.	Parliamentary Expenses.	Land per mile.	Engineering and Surveying per mile.	Parliamentary Expenses per mile.
	£.	£.	£.	£.	£.	£.
Miles.						
London and Birmingham	866,780	96,878	72,869	7,721	862	647
Great Western . . .	759,383	155,203	116,480	6,421	1,312	985
London and Brighton . . .	414,345	47,016	197,053	10,106	1,146	4,806
Eastern Counties . . .	809,950	48,650	45,190	15,881	953	886
South Eastern . . .	370,315	34,514	71,417	4,954	461	955
London and Blackwall . . .	425,731	9,643	54,055	113,261	2,598	14,414
Manchester and Birmingham	504,143	32,222	160,916	16,262	1,039	5,190
Chester and Birkenhead . . .	115,056	8,353	14,331	7,670	556	955
Dublin and Drogheda . . .	71,908	18,000	26,738	2,264	566	841
Grand Junction . . .	465,325	58,410	180,194	3,943	495	1,527
Hull and Selby . . .	140,282	23,026	38,231	4,547	745	1,238
London and York . . .			434,000			

From this it appears that the expense has in some cases amounted to £5000 per mile,—a sum larger than the total cost of some of the lines in America,—lines which are practically as effective as our own. The Manchester and Birmingham, 31 miles in length, cost for the Act of Incorporation more than £160,000; and the London and Brighton proper, 41 miles in length, £197,000; whilst the London and York have paid for their Act little short of half a million.

The Standing Orders were framed with a view of protecting private interests: a glance at the preceding Table will show that this object has been more than realized. The sums of money which landowners have received for supposed injuries caused by the passing of a railway through their property, are almost incredible. The Manchester and Birmingham Company paid upwards of £16,000 per mile for their land, and the Eastern Counties paid nearly as much. Now, supposing that the railway occupied ten acres to the mile, which is a fair average

allowance, it would appear that these two companies have paid for their land at the rate of £1600 per acre.*

The clause in the Standing Orders, which still exists, requiring the assents and dissents of landowners and occupiers, can be attended with but little advantage, and is liable to great abuse. It is impossible to conceive, taking into consideration the benefit conferred on property by railroads, and the amount of compensation given by Railway Companies, that landowners can be serious in their opposition. In nine cases out of ten they oppose a line of railway in order to make the company pay exorbitantly for the land required. It is certainly a useless

* "But the most serious evil to which companies are exposed in the acquisition of property, is the power which individuals occasionally possess, owing to peculiar circumstances, to extort very unreasonable amounts of compensation.

"It is notorious that the consent of men of great influence has frequently been obtained as a matter of policy, by agreements to pay amounts totally out of proportion to the value of the land or premises required."—*R.C.R.I.*

clause, affording no proof of the desirableness of the project.*

Many of the clauses of the Standing Orders which apply to the plans and sections are quite inconsistent. At the same time that you are allowed to make a deviation in the line, you are compelled to adhere to the original gradients, an alteration of only a few feet being allowed. Now

* "It is not easy to perceive why such a form should be required; there is no situation in Ireland to which a railway of any extent can be carried where there can be any real difficulty in putting a fair money value upon the property that is necessary to be taken for the purpose; and the utility of the project should stand on far too determined and obvious a basis to admit of the peculiar views or inclinations of the owners or occupiers of property forming a necessary criterion of its merits.

"To make the assent of proprietors necessary for obtaining the power to establish one of these great undertakings is, in reality, to abandon the high principle that private rights (liberally paid for) must give way to great public interests.

"The purpose which this formality is most usually made to serve at the present time is to enhance, by pretended dissent, the amount of compensation; many a dissent being purchased off by what can only be denominated a bribe."
—*R. C. R. I.*

it is evident that, in a sideling country, deviation is impracticable under the requirement as to gradients. The clause requiring the landowner to be furnished with a statement of the greatest depth of cutting or height of embankment through his estate, is equally useless; for ultimately in the construction of the line there may be an embankment instead of a cutting, or *vice versa*.

Another objectionable clause in the Standing Orders is that requiring a deposit of ten per cent. in the Court of Chancery, which has so signally failed to produce the object for which it was framed, namely, making a *bond fide* company; whilst it has had the ill effect of locking up a large amount of capital, on which no interest has been paid, and has often been the means of discouraging really useful projects.* This object of the Legislature might, I think, be more effectually obtained by rendering it illegal to dis-

* " The public obtain no security against a bad scheme by this clause; but good ones may be crushed by it if the promoters cannot find speculating capitalists to assist them;

pose of shares until a large amount of the capital was paid up. This was done in the case of the Dublin and Kingstown Railway, and was in that instance attended with the happiest results.† It would possess the further advantage of preventing over-speculation in railway shares.

It would be needless to point out all the numerous unnecessary requirements comprised in the Standing Orders; they are acknowledged vexatious details, and all serve to increase the unreasonable expense to which Railway Companies are put in obtaining their Acts, and must therefore eventually prove disadvantageous to the public; for the greater the preliminary expenses of the

and few subscribers will advance ten per cent. to be so locked up, besides having to pay from two to five per cent. for surveys and other expenses, before an Act can be obtained."—*R.C.R.I.*

† "The Act for the Dublin and Kingstown Railway Company required the payment of calls on the shares to the amount of twenty per cent. before they could be legally transferred, which must have effectually prevented the interference of professed jobbers in shares."—*R.C.R.I.*

company, the higher must be their fares, in order to prove remunerative for the outlay. In the able Report of the Railway Commissioners for Ireland, the following remark is made in reference to this subject: —“Among the obstacles which an enterprise such as we are immediately considering must encounter at the very commencement, are,—the delay interposed, and the enormous outlay that must take place, before even a spade can be put into the ground towards its execution. This delay and expenditure are at present unavoidable; for they arise in a great degree from the provisions of the Standing Orders in Parliament, which must, in every instance, be strictly and fully complied with.

“The Standing Orders which relate to these objects were framed chiefly with a view to the protection of the owners and occupiers of property likely to be affected by such undertakings. But there are few establishments in Ireland which could be injured by the operation of such works, whilst property in general, and more es-

pecially that in their immediate neighbourhood, far from being deteriorated, would be greatly increased in value.

“We therefore humbly suggest that it may be desirable to examine whether some of those Standing Orders might not be relaxed, simplified, or dispensed with, as far as regards the introduction of Bills for Ireland.”

I apprehend that the numerous difficulties which Railway Companies have to contend with cannot properly be dealt with until either a Minister of Public Works be appointed, as in France, or a Railway Board established with greater powers than any hitherto constituted for the purpose.

Nothing can be more unequal than the decisions of Parliamentary Committees on Railway Bills, not only as regards a strict compliance with the Standing Orders, but also with reference to the merits of the Bills submitted to their consideration; and constituted as such Committees now are, it is impossible to conceive they should be otherwise. They are called upon merely to

decide upon a particular scheme, without the opportunity being afforded them of ascertaining whether the requirements of the district might not be better supplied in some other way; and one of the great advantages which would result from the appointment of a Minister of Public Works would be, that all projects being alike submitted to him, he would be enabled to judge of their relative merits; and should it appear to him on investigation that the line proposed was not the best suited to accommodate the requirements of the district, he would be able to send an Engineer to report upon it.

Whilst the sanction of a measure would still rest with Parliament, the recommendation of the Minister would in all probability be adopted.

One of the first difficulties which a Railway Company has to encounter is that of getting the necessary surveys and levels taken; at present, where the landowner is a dissenting party, which is frequently the case, this must either be done by stealth, and at great

expense, or the Engineer must alter his line, greatly to its prejudice, merely because he has no authority to go on the land.

Here again is a case where the assistance of the Minister would be most desirable. The project having been first submitted to and approved of by him, he might give the Engineer the requisite authority to make the preliminary surveys, requiring the company to deposit a sum of money in order to compensate for any damage which the crops, &c., might sustain.*

Supposing the Government afforded the facilities to Railway Companies which have

* Mr. Reed gave the following evidence on this subject before the Select Committee on 'Railway Acts Enactments:'

"401. What is the usual mode adopted by a party desirous of getting a railroad constructed in France?

"I can state how I am proceeding in a case myself at this particular time, and how we shall proceed. Some three or four of us,—afterwards extended to eight,—conceived the idea that a line of railway, about sixty miles in length, would be a fair remunerative line. The Minister of Public Works was waited on, and told that we had such an idea, and he was asked whether the Government would look favourably on such a project: he said 'Yes.' We then said, 'Will you be so good as to give us such

been recommended in the foregoing pages, the following is submitted as a fair average estimate of the total cost of construction of railways.

*Estimate of a Single Line of Railway
(for One Mile).*

	£.	s.	d.
Earthwork, 65,000 cubic yards, at 10d. . .	2708	6	8
Masonry and brickwork (say three bridges per mile) }	2250	0	0
Permanent way, viz.	£.	s.	d.
Rails, at 80 lbs. per yard, } 125·75 tons, at £6 . . }	754	10	0
Chairs: 704 wrought iron chairs and spikes, 13·5 tons, at £10 per ton . }	135	0	0
Sleepers, 1760 intermediate, at 4s. }	352	0	0
„ 352 joint, at 7s. .	123	4	0
Ballasting, 5280 yards, at 1s. 6d. }	396	0	0
Laying road, 1760 yards, at 1s. }	88	0	0
Fencing, 3520 yards, at 1s. 6d. }	264	0	0
	2112	14	0

facilities as are in the power of Government to make the surveys?'—'Yes,' was his reply; and those facilities were accorded to us. We sent an Engineer down, having first subscribed amongst ourselves, I think, £1000, or something

Brought forward	7071	0	8
Land and compensation, 10 acres, at £ 60	600	0	0
Stations, &c., &c.	100	0	0
Parliamentary and law expenses	250	0	0
Electric telegraph	100	0	0
Engineering expenses	400	0	0
	<hr/>		
	8521	0	8
Contingencies	426	5	0
	<hr/>		
	£8947	5	8

In this estimate it is supposed that a single line of rails be laid down in the first instance, until the traffic becomes properly developed and the actual requirements of the district ascertained.

By means of the electric telegraph, single lines of railway, with sidings to shunt the trains on, can be worked with great safety and advantage; and as a double line can afterwards be laid down without more than

of that sort, to meet the expenses. He has made the survey, we have had the traffic taken, and we shall now look into it; and if we find that the thing is likely to be a beneficial affair, we shall urge the Minister to bring the project before the Chamber next year, and we shall, in all probability, get the concession."

proportionably increasing the cost, there can be no objection to this arrangement.

In the introduction of Railways into Ireland, the most rigid economy ought to be practised; they would now be introduced into the country at a time when the construction of railroads has arrived at a very high degree of perfection, and consequently much expense which was incurred in this country, owing to the introduction of a new system, will thus be avoided.*

In the foregoing estimate I have calculated the earthwork at 10 per cent. more than the averages returned by Sir John Macneill and Mr. Vignolles, in their estimates prepared for the Railway Commissioners (Ireland). It is proposed to make the embankments and cuttings 20 feet wide at

* It is worthy of remark that the districts most requiring railway communication, namely, the great limestone field, which occupies about ten thousand square miles, is that which affords the greatest facilities for the construction of such works. The Railway Commissioners have alluded to this subject in their Report.

“We found that the lowest and most level lines through the country are almost exclusively confined to the carbon-

the level of the rails in the first instance, to be afterwards increased to 30 feet, in the event of laying down a second line of rails.

With respect to bridges and viaducts, they should be built sufficiently wide at first to admit of a double line of rails being laid, as it would be found inconvenient and expensive to enlarge them afterwards: allowance for under bridges, 25 feet in width, is therefore provided for.

The rail proposed to be used for the permanent way, is an 80-lb. bridge-rail, laid on transverse sleepers: the prices allowed

iferous limestone, and that the moment we passed the boundaries of that rock, we encountered difficulties which it was desirable to avoid. The whole of the populous towns of the interior of Ireland are situated in the limestone country, and nearly the whole of the rich arable and pasture lands are confined within its limits. Speaking generally, the most valuable soils of Ireland are contained in this district, which occupies two-thirds of the country. The characteristic feature of the limestone country is that of flatness: it presents few hills of considerable elevation, and the soil, with the exception of the boggy districts, is unusually fertile."—*R. C. R. I.*

for the various items under that head are very liberal.

With respect to land and compensation, I have taken the highest price at which the Railway Commissioners have valued it in the various districts through which they proposed making railways. From what has already been said on this subject, it will be seen that it is the price which ought in future to be given, rather than what has been paid hitherto.*

There is no reason why a railway company should pay more for land in Ireland than it is the custom to give when a road is made: in some instances no compensation at all is allowed, the advantages afforded by the road being considered as an equivalent, and in no case does the price

* "If it were practicable in Ireland to make the selection of the line of country through which a railway was to be carried depend, as is sometimes done in America, upon the terms on which the land could be obtained, the amount of claims would be very different from what it is likely to be when the line is fixed upon by other considerations."—

R. C. R. I.

exceed 25 years' purchase; and should the tenant hold a lease, the purchase money is divided between landlord and tenant, according to the tenure of the latter. In America, in many cases the verdict of a jury has obliged the landowner to give the company compensation for the advantages conferred on his property by the construction of a railway. These advantages being considered, landed proprietors should not receive any compensation, except where residential property is interfered with; and this is an imaginary rather than a real grievance.

In the foregoing estimate, sufficient land has been calculated for, in the first instance, for three lines of rails: this might eventually prove in an agricultural district of great importance, by enabling the company to devote one line entirely to the purposes of agriculture.

The following Table shows the cost, per mile, of some of the principal lines hitherto constructed in this country, in Belgium, and in America.

Average Cost per Mile of the following Railways.

London and Blackwall . . .	£ 289,980
London and Croydon	80,400
Manchester, Bolton, and Bury .	70,000
Manchester and Leeds	64,582
Manchester and Birmingham .	61,624
Dublin and Kingstown	59,122
London and Brighton.	56,981
Manchester, Sheffield, and Lin-	} 56,316
colnshire	
Bolton, Blackburn, Clitheroe,	} 56,170
and West Yorkshire	
Eastern Counties	46,355
Great Western	46,870
Edinburgh and Glasgow	46,924
Birkenhead, Lancashire, and	} 44,174
Cheshire	
Newcastle and North Shields .	44,233
South Eastern	44,412
London and North Western . .	41,612
Glasgow and Greenock	37,535
Eastern Union . -	31,635

Foreign Lines.

Berlin and Potsdam	12,323
Magdeburg and Leipsic . . .	10,179
Average cost (German) . . .	10,940

Belgian State Lines.

Landen to St. Trond	8,990
Ghent to Bruges	7,675
Ghent to Courtray	6,620

American Railroads.

Columbia and } Philadelphia }	(double line)	10,000
Boston and Worcester	(single do.)	7,700
Western Railway . .	(do.) .	7,300
Camden and Amboy .	(do.) .	4,100
Utica and Syracuse .	(do.) .	3,600
Richmond, Fredericksberg, and Potomac }	(do.) .	3,600
Alabama, Florida, and Georgia . . }	(do.) .	3,200
Auburn and Rochester }	(do.) .	2,900
Petersburg and Roanoke }	(do.) .	2,800
South Carolina . . .	(do.) .	2,600
Central Railway . .	(do.) .	2,400
Attica and Buffalo . .	(do.) .	1,600

In America, the average cost has been £5,000 per mile; and taking into consideration the cheapness of labour in Ireland, compared with America, (about one-sixth),

there is no reason why there should exist much difference in the cost of the construction of railways between the two countries.

A railway constructed at a cost of £10,000 per mile, including plant, would only require the weekly receipts to average £16, to return 5 per cent. on the capital, allowing a deduction of 40 per cent. for working expenses.

In England, the average traffic at present is £42 per week, per mile, and the Great Southern and Western in Ireland is returning an average of £25 per week, per mile, even under all the disadvantages arising from the unsettled state of the country. The allowance of 40 per cent. for the working expenses of the line is that generally made but we may confidently anticipate very great reductions in some of the items constituting this amount.

The attention of Railway Companies has been of late much directed to this subject, and with great advantage, but much yet remains to be done in this respect.*

* It is worthy of remark that the working expenses of Railway Companies has lately been much reduced: within

It may also be fairly anticipated that some alteration will be effected in the unjust system of local taxation which Railway Companies are at present labouring under, the rates being now levied upon the whole income of a company.

Mr. S. Laing, the late Secretary of the Railway Department of the Board of Trade, has very clearly pointed this out in the case of the London and Brighton Railway.† “It appears that the proprietors of that line (162 miles in length) paid in direct taxes in 1848 no less a sum than £39,208, in addition to income tax, stamp, probate, and legacy

twelve months the London and Brighton Company have reduced their half-yearly expenditure in coke from £20,000 to £10,600; many other instances might be mentioned. When it is considered that the London and North Western consumed annually £100,000 of coal and coke, it will be seen what an important item in working expenses this forms. A new kind of steam carriage has lately been invented by Mr. Adams, which seems well calculated to work particular kinds of traffic, and which effects a very considerable saving in fuel, amounting to nearly 50 per cent.

† ‘Railway Taxation,’ by S. Laing.

duties, which in the case of railway property is particularly onerous: of this £39,208, £22,833 was paid in rates and taxes, whilst the remainder, £16,375, was paid as a Government duty of 5 per cent. on passenger receipts.

On this line a sum of £7,000,000 has been expended, the net earnings on which, in 1848, amounted to £210,600, which only enabled the company to pay a dividend of $3\frac{1}{2}$ per cent. on the ordinary stock. This stock, upon which £4,615,000 has been paid, is at present prices only worth £3,220,000, showing a depreciation of £1,395,000; and of this £800,000 is due to the taxation already alluded to. The local taxation in this case has amounted to 11 per cent. of the net earnings.

The Brighton Railway passes through sixteen agricultural parishes between London and Brighton, the united extent of which is 86,508 acres: of this the railway occupies 693 acres, in respect of which occupation it pays about £10,000 a year, or £14 per acre per annum, it being one-third of the total

rates of these parishes. In one extreme case, that of the parish of Coulsdon, the Brighton and South Eastern Railway Companies occupy together 53 acres of poor agricultural land out of 4200 in the parish, and pay more than 75 per cent. of the entire rates.

“In Hertfordshire are two adjoining parishes in which the rates were formerly 9s. in the pound: one of them is so fortunate as to have a little portion cut off by the London and Birmingham Railway, while the other is tantalized by the sight of the line running for some distance within 100 yards of its boundary without touching it: the consequence is, that in the lucky parish of North Church they have got their rates down, at the expense of the Railway Company, to 1s. 6d. in the pound, while their less fortunate neighbours in Wigginton are still rated at 7s.”

The London and Brighton is not an isolated instance: the following case of the London and Birmingham is one of equal hardship, as the annexed Table will show.

County.	Rateable value of the land in the different counties before the railway is made.	Rateable value of the land occupied by the railway at the foregoing valuation.	Amounts at which the Railway Company are actually assessed.	Rate per mile.	Per centage of the whole parochial rates paid by Railway Company.
Middlesex	£. 44,778	£. 240	£. 21,617	£. 965	£. 48
Hertford	87,591	460	20,176	1,095	23
Buckingham	52,844	527	20,627	803	39
Northampton	48,306	472	19,406	955	40
Warwick	75,552	616	39,269	1,388	52
City of Coventry	41,725	82	5,500	1,525	13
Worcester	15,886	46	1,410	868	9
	366,682	2443	128,005 average 1,085		32 per cent.

From this it will be seen that the land which, previously to the construction of the railway, was assessed at an annual value of £2445, and which contributed the 150th part of the total rates of the respective parishes passed through, was assessed at £128,007 after the formation of the railway, or about one-third of the total rates.

The following Table shows how much the undermentioned railways pay annually, on the average per acre, for parochial taxes.

	£.	s.	d.
London and North Western .	13	6	0
Lancashire and Yorkshire .	14	10	0
London and Brighton . .	14	0	0
Dover	14	6	0
Great Western	9	16	0
London and South Western .	7	16	0
Midland	7	6	0

These facts have been brought forward to prove under what immense disadvantages Railway Companies labour in this country: they have had not only enormous sums to pay in the first instance to landowners and others, as also in the construction of their line, but they are afterwards subjected to this very unfair imposition.

This tax appears to be particularly unjust when it is remembered that railway property neither increases in any way the local rates, nor does it, on the other hand, derive any benefit from them: by the old mode of transit, nothing was contributed towards the rates.

If railroads in this country have proved remunerative under all these disadvantages, surely it is only reasonable to expect that their

introduction into Ireland, under more favourable circumstances, would, in every point of view, be attended with the happiest results.

It may be desirable briefly to review the leading advantages likely to result from the measure advocated in these pages; which are,—

First. The advantages afforded to agriculture, including not only the improvement of the soil at present under cultivation, but the reclamation of the waste lands.

When it is remembered that Ireland, with an area of nearly twenty-one millions of acres, has only two-thirds under imperfect cultivation, and that nearly four millions, now utterly waste, are capable of being reclaimed, it will be seen, that from this source alone immense employment may be afforded.*

Statute acres.

* According to Captain Larcom, Ireland contains	20,808,271
Of this there are under imperfect cultivation	13,464,300
All the corn, beans, green crops, flax, are	
raised on	5,238,575
Portion utterly waste	6,290,000
Portion of this fit for tillage	1,425,000
Ditto „ for pasture	2,330,000

It has been truly remarked, "that millions of acres, in Ireland may be brought into cultivation, through the agency of those materials in which the country most abounds, namely, human labour and limestone." Sir Humphry Davy says, "There are peculiar advantages which will strike every one in judging of the practicability of reclaiming the bogs of Ireland; namely, the quantity of limestone and limestone gravel in the neighbouring districts, and the marl and clay which, in so many cases, form the substratum of the soil. In cases where lime can be applied to the surface, there can be no doubt of its beneficial efficacy: any kind of soil will improve peat; sand, marl, and clay must all be beneficial, because a great object is to increase the quantity of earth in proportion to the vegetable matter. In short, a soil covered with peat is a soil covered not only with fuel, but likewise with manure. It is the excess of manure only which is detrimental, and it is much easier to destroy it than to create it." So many private individuals have succeeded in reclaiming bog

land, that there can be no longer any doubt of the practicability of such undertakings in a commercial point of view. The Government are at present lending money to landed proprietors and others, to assist them to drain their lands; but if the landowners were afforded by railways the means of obtaining a cheap and plentiful supply of sea-sand, sea-weed, lime, and other manures, besides the certainty of a good market for their produce, these most desirable improvements would speedily be effected by private enterprise, and without requiring the encouragement of Government loans.*

Secondly. The extension of the fisheries, by opening out new markets, and thus

* The following Table shows how great a disproportion exists between England and Ireland as regards the mileage of the canals, navigable rivers, and railroads of the two countries, compared with the area and population.

	England.	Ireland.
Area in statute acres	32,247,680	20,808,271
Population	15,911,757	8,175,238
Canals	2,478	362
Navigable rivers	1,820	380
Railroads	4,647	360

creating a constant and steady demand, which is ever the parent of production, and will prove the only effectual means of advancing this latent branch of industry.

On this subject I find the following very strong remarks, in the Third Report of the Commissioners on the Irish Fisheries: "There is reason to expect that the construction of railways in Ireland will impart new life and vigour to the fisheries, especially those on the western coast, where, although the choicest descriptions of fish are found in abundance, yet the fishermen are indifferent, if not opposed, to the adoption of improved modes of capture, from want of sufficient and remunerative markets for their disposal; and from this cause they are frequently left dependent (with calamitous results) upon the precarious herring fishery,—and that with the line and hook; evils which will probably cease to operate when increased facilities of communication shall have been opened into the interior of the country."

Thirdly. The advantages which would arise to Great Britain by employing one of

the Western Harbours of Ireland as a packet station, and for shipping generally. This, besides materially shortening the distance between Great Britain and her colonies, would be attended with the further advantage of avoiding altogether the risk and delay attendant on the Channel voyage.

Lord Sheffield, speaking of the impolicy of repealing the navigation laws between England and Ireland, says of Ireland, "Her object is to become the mart of Europe for the trade of America, for which she is so well suited by her western situation,—immediately open to the ocean, and accessible almost with every wind, her vessels often crossing the Atlantic in a shorter time than the shipping of London require to clear the Channel. In addition, her ships can be victualled infinitely cheaper, and every necessary of life being low, as well as public taxes, the general charges of conducting trade will be less." The advantages of the Western Harbours are so apparent, that their never having been used as a packet station, or for the accommodation of vessels

trading to America, the West Indies, and the Mediterranean, can only be attributed to the want of internal communication. The Southern and Western Harbours of Ireland are not only nearer America in lineal distance, but they are also more favourably situated as regards the prevailing winds and currents of the Atlantic.

Captain Evans, R. N., in his Report on the Western Harbours of Ireland, makes the following remarks on Berehaven, in Bantry Bay, which he considers the most eligible harbour on the western coast of Ireland: "I found deep water all over Berehaven, varying from fifteen to six fathoms; fine holding-ground, and well sheltered, both from wind and sea.

The eastern entrance to Berehaven is a very good one; *and if a ship could not get to sea from the western entrance, she could always get out of the eastern as long as she could carry canvass.*

Should a vessel, in attempting to beat out of Bantry Bay during a westerly gale, carry away any of her spars, or get disabled, so

as not to fetch back into Berehaven, she might then bear up, and run either for Glengariff or Whiddy Island, where there is good and safe anchorage for any class of vessel. *Bere Island is remarkably well calculated for either a naval or military dépôt; and Lawrence's Cove is formed by nature for a naval arsenal.* Docks to any extent might be constructed there at a very moderate expense, and vessels may be hove down close alongside the shore in perfectly smooth water in all weather,—the rocky beach forming a natural quay.

Bere Island is a healthy situation, producing plenty of vegetables, abounding in fresh-water springs, and fish is plentiful and cheap.

Dépôts of troops stationed at Berehaven would be in the best possible situation in the United Kingdom for embarkation to the Colonies, whilst a great facility for removing them to or from any part of Ireland that might require their presence would be afforded by making a railway from Dublin to Bantry. Were this railroad made, Bere-

haven would possess every advantage necessary for a packet station, namely, facility of egress and ingress in all weather in which a ship could keep the sea. A good harbour under the lee, if beating out plenty of sea-room when once well outside the buoy, and owing to the prevailing winds being from the south-west and west, a vessel leaving Berehaven would command the coasts of Spain, Portugal, and the Mediterranean, as well as be in the most desirable spot of departure for either the West Indies or America.

A convincing proof of this occurred during my stay at Berehaven. Several vessels having put in there during a very heavy gale from the southward, *the moment the gale abated they went to sea.* On my way to Berehaven, *I left transports with troops on board wind-bound at Cork, and on my return from Berehaven these vessels were still lying at Cork, not having been able to get out.* Had these troops embarked from Berehaven, they would have been far advanced on their voyage to the West Indies before they were able to leave Cork.

The same advantages would apply to a fleet or squadron lying in Berehaven during a war.

Were Berehaven made a naval arsenal and military dépôt, or even were it made a packet station, it would be productive of very great advantage to the commerce of Great Britain, as merchant vessels would then resort to it, and many valuable ships and lives would be saved.

I may, in conclusion, observe, that Berehaven is well situated for steam communication with the south of Ireland and England. *It is a harbour that in a political point of view should not be left unprotected, being the only one on the Irish coast where an enemy's fleet could well attempt to run for. Were it connected by a railroad to Dublin, advantages would accrue to Ireland, the extent of which few can possibly foresee, from the rapidly increasing trade with America."*

Fourthly. The increase of revenue which would result from the employment and consequent improved condition of the labouring classes,* as well as the reduction of the mili-

* As a proof of the immense employment which railways

tary and police force, now amounting to nearly 50,000 men.

In conclusion, I cannot do better than quote the following passage from what has been aptly termed a masterpiece of physical and statistical investigation :

“ The moral effect upon a people of a system of steady and remunerative employment is an object of public importance, not inferior to its influence upon their physical condition ; for it is invariably found that where industry prevails, order and respect for the laws accompany it. Ireland forms no exception to this rule ; the vice and the bane of its people is idleness ; they have little to do ; no useful or profitable occupation to devote their time and thoughts to ; and hence those habits of intemperance, and that proneness to outrage and contention, which unhappily distinguish them. To afford the means of present employment to such a

are capable of affording, it may be mentioned that in 1847 there were 47,218 persons employed as servants of companies, whilst 256,509 were engaged in the construction of new lines.

people, and at the same time lay the foundation of their future prosperity and improvement, is surely an object worthy of a great and wise nation. The interests of these countries are so inseparably interwoven that nothing which concerns one part of the United Kingdom can be alien from the rest. But it is the direct interest of Great Britain that Ireland should be raised, and that as speedily as possible, from its present condition.

“ With regard to the increase of revenue, Mr. Stanley shows, by a very conclusive calculation, that “if the Irish peasantry were placed in point of comfort on a par with those of Great Britain, the result to the public revenue would be an annual increase of six millions in the article of excise. This consideration alone ought to silence any objection on the ground of expense against affording public aid, such as may be required for these works, for it gives assurance of an enormous profit on the greatest contemplated outlay.*

* The amount of assistance hitherto afforded by Govern-

“On prudential considerations alone, then, we should not hesitate to recommend an immediate and liberal attention to the claims of Ireland for assistance, which cannot be conferred in a shape more likely to prove beneficial than by encouraging public works of extensive and permanent utility. It is a waste of the public available resources to suffer so large a portion of the empire to lie fallow, or leave it to struggle by slow advances, and with defective means, towards its own improvement, when the judicious aid of the State might quickly make it a source of common strength and advantage. The policy of rendering such assistance is unquestionable; it is acknowledged to be necessary towards a colony, and must be more so in the case of a part of the United Kingdom comprehended within its domestic boundaries, where neither the land nor the population can continue to be useless, with-

ment to Irish railways has been exceedingly small; it has only amounted to £ 831,000, of which £ 139,000 has been repaid.

out being hurtful at the same time, and nearly in the same degree.

“Looking, therefore, at the proposition as a mere account, or estimate of profit and loss, the balance is clearly in favour of a prompt and liberal encouragement, on the part of the Legislature, to whatsoever tends manifestly to call into action the great powers and capabilities of this fine country. In every instance where such encouragement has been afforded, even in the construction of a common road, the returns to the State in improved revenue have hitherto more than repaid the public outlay; and, viewed in this light, public assistance, well directed, and applied with judgment and economy, is in effect beneficial expenditure of capital, similar in kind to that which a provident landlord makes for the improvement of his estate: the only measure of both should be the assurance of an adequate remuneration.

“It were easy to show, from the actual state of Ireland, that the moral effects which may reasonably be expected to result from an improvement of its social condition

should suffice, even on the low ground of concomitant financial advantages, to fix the attention of the Legislature to this subject. We need but refer to the burdensome and costly establishment of soldiery and police which are necessarily maintained for the preservation of peace and order, and which, in a really wholesome state of society, might be greatly reduced.

“ But there are other considerations, equally importing the general welfare, and which it is more pleasing to dwell upon, as being more worthy of a great and enlightened nation,—considerations of justice, of generosity, of a liberal concern for the improvement and civilization of our countrymen.

“ In attending to such considerations, no nation was ever faithless or blind to its own best and dearest interests; and were there no commercial advantages for England in the projects which we submit for adoption, nor any promise of actual benefit to the public treasury, or of relief from the heavy contributions which the unsettled state of

society in Ireland annually extracts from it, yet the certainty of rendering this country prosperous, and diffusing the blessings of peace and industry, with their attendant fruits of knowledge and moral culture among its people, ought, as we have no doubt it would, be considered an ample recompense.” — *Railway Commissioners’ Report (Ireland)*.

I submit that should the measure here proposed be carried out, that questionable expedient,—emigration, now so generally advocated,—would be rendered unnecessary, and which must be regarded as a very doubtful remedy for the evils which Ireland labours under.

It is an axiom in political economy, that voluntary emigration is never carried so far as to diminish sensibly the numbers of a people, or to raise the rate of wages; if it did so, it would immediately cease.

Although nearly half a million of people have emigrated from Ireland during the last few years, this reduction of the population, so far from producing any beneficial result,

has had the effect of throwing a large amount of land out of cultivation.*

If emigration effected the removal of that useless class of drones who are the bane of Ireland, it would be a national blessing; but unfortunately this is not the class who emigrate: on the contrary, they consist, for the most part, of small farmers whom it would be most desirable to retain in the country; and they take with them not only a little capital, but what the country can ill afford to part with,—a certain amount of energy and industry.

“Princes, or Lords, may flourish, or may fade,
A breath can make them, as a breath has made;
But a bold peasantry, their country's pride,
If once destroyed, can never be supplied.”

* In a memorial to Her Majesty, recently presented from the Grand Jury of the county of Cork, occurs the following passage:

“There are in this county thousands of acres of land thrown out of cultivation and wholly waste at this moment. Two of the baronial rate collectors threw up their appointments at last assizes, and one barony of these, containing 89,986 acres, is without a collector from that time to the present, it being impossible to get any one to undertake the collection, the entire barony being alleged to be waste.”

The remark that "population is only valuable as it is industrious," applies with great force to Ireland. There is a constant cry of over-population, which would not be the case if the great internal resources of the country were properly developed.

Surely, then, it should be the object of Government to assist in developing these latent resources, to apply whatever of energy and industry the country possesses to works of national improvement at home, by which the revenue of the Exchequer must be increased, rather than to encourage emigration, by which it suffers diminution, whilst the burdens of the country are not sensibly reduced. It is absurd to say that a country is over-populated whilst she possesses such vast unemployed internal resources,—whilst her lands are imperfectly cultivated,—her bogs unreclaimed,—her fisheries neglected,—and her great mineral wealth still buried in the bowels of the earth.* The attention

* "Ireland presents an extensive and varied field for the investment of capital and the production of wealth, on which her whole unemployed population might be employed

of the Legislature has of late been so entirely directed to measures of temporary relief for Ireland, that few projects have been proposed tending to the permanent amelioration of the social and commercial condition of the country. Sir C. Trevelyan remarks, in his brilliant essay, entitled 'The Irish Crisis,' — "Unless we are much deceived, posterity will trace up to this famine the commencement of a salutary revolution in the habits of a nation long singularly unfortunate, and will acknowledge that on this, as on many other occasions, Supreme Wisdom has adduced permanent good from transient evil." This visitation of Providence has, at least, directed attention more closely to the state of the country, and it is not unreasonable to hope that most beneficial results will ensue therefrom.

In the foregoing remarks my object has been to show the expediency of such a measure as that proposed by the statement of

with great advantage to all the parties concerned."—*Sir C. Trevelyan.*

a few facts bearing on the subject, rather than to point out the best means of carrying it into execution.

The space to which I am confined precludes my doing the subject that justice which its great importance demands.

Should I have succeeded in directing attention to the subject, I cannot help indulging in the hope that even this humble appeal will not be in vain.

“Ireland as she is, must continue to be a tormenting enigma, baffling the utmost skill of worldly men, and paining the hearts of those who look beyond the passing pageant of time.

“Ireland as she ought to be, would prove to us a tower of strength, a mine of wealth, and a crown of beauty. Bring to bear upon her but a reasonable share of English enterprise, directed by Christian wisdom and supported by characteristic liberality, and never did the most fertile field give such promise of repaying an hundred fold the culture bestowed upon it as she does.”

CHAPTER VII.

"It is impossible to cast the eye over the vast inclined plains of bog land skirted by fine water levels, which seemed to invite draining, without feeling a conviction of the immense capabilities of this part of Ireland; and seeing in perspective these vast tracts bearing abundant produce; and the chains of lochs carrying that produce, on the one side to Lough Corrib and Galway Bay, and on the other to Bertraghboy Bay, or one of the bays which lie to the westward.

"I question whether much ever will, or can be done, in cultivating the waste reclaimable lands of Ireland by the proprietors themselves. Capital and enterprise are alike wanting. This, however, it is—the cultivation of the reclaimable wastes that can alone provide permanent employment for the people, and effect a real change in their condition."—INGLIS.

I HAVE already alluded in the foregoing pages to the subject of reclaiming waste and bog land, and am induced now to devote a short chapter to the subject, from the conviction of its vital importance to Ireland, and especially to this district. From what has already been said respecting Connamara,

it will be evident that this country affords peculiar facilities for the reclamation of these wastes. It possesses in its numerous bays abundance of sea-weed and sea-sand, the fertilizing properties of which, it is unnecessary to dilate upon. Limestone is in abundance in many parts of the district, and from the elevated position these waste lands occupy, and the numerous lakes and rivers in every direction, it is evident that drainage could be easily effected. Many of these chains of lakes might easily be rendered navigable, and thus afford water communication from one portion of the district to another.

To convert these bogs into fertile fields of corn, labour is the one thing needful. Ample employment would thus be afforded for what at present appears a redundant population, and the miserable alternative of emigration, —now so much advocated,—would be rendered unnecessary, and which, it is evident, if carried on to the extent it has been during the last two years, must, besides proving highly injurious to the country, also tend to diminish its revenue and resources.

It appears, that in 1846, no less than 129,851 persons emigrated, and from January to October in 1847, it amounted to 240,461 persons, the greater portion of whom were from Ireland. I find some admirable remarks in the Report of the Select Committee on Public Works, which point out the impolicy of this measure, and which I therefore beg to introduce.

“Your Committee cannot concur in the opinion, *that the social disease of Ireland is produced by a real excess of population. It may be doubted whether the country does contain a sufficient quantity of labour to develop its resources.* In 1728, when the number of the people *did not exceed a fourth of the total now existing, there appears to have been comparatively as much distress occasioned by want of employment as there is now.*”

One of the consequences of the misery caused by the want of employment in Ireland is an extraordinary increase of the population in the districts where most poverty exists, as compared with the increase

in parts of the country where the peasantry are in improved circumstances, and proportionably provident.

It appears by the census returns of 1821 and 1831, that within the period of ten years the population of Mayo, Galway, and Clare increased 24 and 25 per cent., notwithstanding a copious emigration to America, when those of the better conditioned counties of Down and Wexford increased only 7 and 8 per cent., although emigration from these counties had been less.

In providing labourers with employment at home, settled habits of industry would be promoted among them, and local trade would be enlarged, creating new sources of employment. At present, the greater part of the peasantry in the western districts acquire their annual stock of subsistence by working in the summer. Their earnings in England and in the eastern Irish countries, enable them to procure some clothing, and to pay the rent of their cabins and potatoe land, but if the potatoe crop be a failure, its produce is consumed long before they can ac-

quire new means of subsistence, and then a famine ensues. One of these lamentable contingencies has happened during the present year in some of the western districts. Thus the present system not only creates poverty, and rapidly augments the population, but also entails on the country all the horrors of famine: it is also a fruitful producer of crime, by giving to a large portion of the population months of idleness in every year, which cannot possibly be well spent by an uneducated, miserable, and excitable peasantry.

“Your Committee have abundant testimony of the happy change effected in the habits of these poor people, when provided with continuous employment. Mr. Featherstone states, ‘My property became safe, when I commenced these large works. I never had a sheep stolen from me, or suffered any of those trifling thefts which they were in the habit of committing when unemployed.’”

The Times Commissioner, in alluding to the evidence given before Lord Devon’s Commission, makes the following remark:—

“This evidence would seem to show, that *more* land is wanted; that emigration takes off the best of the population, and that one-third of the best of the people must emigrate, before any effect is produced upon wages or rents. It is preposterous to suppose that emigration can ever be carried to this extent, it is useless without it, as a means of good: and to the extent to which it has been carried, it appears to have been a positive evil in sending off substantial farmers, and young men possessed of some substance. Why then recommend emigration? Why not take measures to give more land? there is land enough to give. In this very county there are 708,000 acres of uncultivated land, out of 1,566,000, or nearly *one-half* the county is uncultivated bog, and according to Mr. Griffiths’ return, about 400,000 acres of this bog, and unimproved land, might be profitably reclaimed; or deducting for the space covered by lakes, about *one-third* the county, and yet the people amidst miles of this unreclaimed land, starve for want of potatoes.

“Government will give £10, to get rid of an industrious man by emigration, that very industry and £10 thrown away, would bring in an acre of useless bog, the profit of which, would keep him and benefit the country.”

Much more might be said on this subject, but I trust it will not be necessary; the facts of the case speak for themselves. I am inclined to think, that half the labour which it is necessary to expend in clearing an acre of land in the back woods of Canada, and in those countries to which persons emigrate, would more than suffice to convert these bogs into fields of corn.

In the southern part of this county, adjoining Kilkieran Bay, is the Kilkieran estate, belonging to the Irish Waste Land Society, a company who are to be commended, for having set a most praiseworthy example. I much regretted that my time did not permit me to visit this interesting settlement, which I understand is admirably conducted, and although the district they have selected, is not nearly so favourable, (from the strata being granite,) as many other

parts of Connamara, for the purposes of reclamation, they have, I understand, notwithstanding, brought this estate into a high state of cultivation.

The terms, on which the land is let, is very favourable. I am indebted for the following particulars, to an interesting pamphlet recently published : *

“ A settler taking land under the Society, on this estate, has little or no rent to pay for the first three years, for although the nominal rent may be 3*s.* or 4*s.* an acre, rising progressively to 10*s.* or 15*s.*, the allowances at starting are so considerable, that they amount to far more than the rent.

In the first place, he is allowed £2 per acre for reclamation; next comes £1 per acre, for draining; £2 worth of timber and lime for a house; 2*s.* per perch, for stone fences; 1*s.* per perch, for farm roads: so that the balance of cash is for some time in

* ‘Remedy for the impending scarcity,’ suggested by a visit to the Kilkieran Estate of the Irish Waste Land Improvement Society.

his favour, while seed is issued to him on loan, to be repaid on the sale of his crop.

The quantity of corn has increased four-fold, since the property came into the possession of the society, a period of only four years, during which time, the returns of corn alone, have risen from 20 to 80 tons." It appears, from the little work before quoted, this society have, with an outlay of only £25,000, reclaimed 18,000 acres of waste land; and the only estate of the society, which has been entirely let, yields 7 *per cent.* on the capital expended. It further appears, from a statement of the outlay and returns for three years on a plantation acre of bog land, on the Kilkieran estate, besides paying the original outlay, an annual profit £3. 18s. 1d. was afforded.

I had intended to enlarge much more on the subject of the Irish waste lands, from a conviction of its immense importance, but my space warns me that I must now take leave of the subject. I had also wished to make some remarks on the numerous valuable marble quarries so abundant in this dis-

trict, but which, unhappily, like its other numerous resources, remain unworked. In fact, to do the subject justice, "it would fill up twenty volumes, and I have only a few small pages left of this, to crowd it into." In conclusion, I cannot do better, than give the following extract from a letter of Sir Humphrey Davy, on Ireland, as it peculiarly applies to this district.

He says, "Its natural advantages are pre-eminent, it contains an untouched fund of wealth,—admirably situated for commercial intercourse with the whole world,—intersected by navigable rivers and lakes,—supplied abundantly with fuel,—possessing limestone, prepared for the fire, in every district,—abounding in mineral treasures, coal and iron below, and an inexhaustible source of manure upon the surface ; it needs only an enterprising spirit, directed by science, calling forth and awakening the industry of the people, to render it, in proportion to its extent, the most productive,—the richest part of the empire."

APPENDIX.

JAMES LYNCH FITZSTEPHEN.

I am indebted to Mr. Hardiman for the following account of this upright Magistrate, who condemned and hanged his own son for the crime of murder.

JAMES LYNCH FITZSTEPHEN, an opulent merchant, and one of the principal inhabitants of Galway, was elected Mayor in 1493, at which time a regular and friendly intercourse subsisted between the town and several parts of Spain ; and in order the more firmly to establish this connexion, he himself went on a voyage to Spain, and was received, when at Cadiz, at the house of a rich and respectable merchant of the name of Gomez, who treated him with the utmost hospitality. Upon his departure for his own country, from a wish to make some grateful return for the civilities he had received from the Spaniard, he

requested of him as a particular favour to allow his son, a youth of nineteen, to accompany him to Ireland, promising to take paternal care of him during his stay. Young Gomez was delighted at this agreeable opportunity of seeing the world, and the merchant's request was gratefully complied with by his father. They embarked accordingly, and after an easy passage arrived in the bay of Galway.

Lynch introduced the young stranger to his family, by whom he was received with that openness of heart and hospitality which has ever characterized the Irish. He also recommended him as a companion to his eldest son, who was a year or two older than Gomez, and who was considered one of the finest youths of his time: the beauty of his person, and the winning softness of his manners, rendered him a favourite with the fair sex; he was the idol of the people for his affability and spirit, and respected by all ranks for his abilities. In course of time he fell in love, and paid his addresses to a beautiful and accomplished girl, the daughter of one of his richest and most respectable neighbours.

The young men lived together in perfect harmony, and frequent entertainments were given at the Mayor's house, as well in honour of the

stranger as for the sake of advancing the suit of his son Walter to the beautiful Agnes.

At one of those festivals, which, as usual, she adorned with her presence, it happened that her lover either saw, or, which with lovers is the same, imagined that he saw, the eyes of the lovely maid beam with rapture on the young Spaniard. Wild with astonishment, the fairy spell was broken ; his ardent and unruly passions took fire at the thought, and he seized an opportunity, not of asking his mistress if his suspicions were founded in fancy or reality, but of upbraiding her for her infidelity in terms of haughty anger. She, in her turn, astonished and irritated by such unexpected injustice, and that, too, from the chosen of her heart, affected disdain to conceal her fondness, and refused to deny the charge. Though mutually enamoured, one obeyed the dictates of jealousy—the other of pride. They parted in violence, and while the forlorn Agnes may be supposed retiring to weep over her wrongs, her admirer, racked by the fiends and furies that possessed his bosom, withdrew to revolve the direful project of revenge.

Accident contributed to strengthen his determination, and facilitate his purpose. The following night, as he passed by the residence of the fair one, he perceived a man come from the

house, and knew him to be Gomez, who had passed the evening there, having been invited by Agnes's father, who spoke Spanish with fluency, and courted the society of all who could converse. Urged by rage, the lover pursued his imagined rival, who, being alarmed by a voice which he did not recognize, fled before him. From ignorance of the town he directed his steps towards a solitary quarter of the city, close to the shore, but before he had quite reached the water's edge, his cruel pursuer plunged a poignard into his breast, and threw him into the sea. In the night, the tide cast the body on the beach, which was soon recognized.

The rash and wretched murderer had scarcely committed the sanguinary deed than he repented it, and in agonies of despair he returned to the town with the resolution of expiating his guilt as far as he could by surrendering himself to the law.

He had not proceeded far, when he perceived a crowd of persons approaching, amongst whom he recognized his father with a military guard; he proclaimed himself the murderer of Gomez, declared his contrition and remorse for the enormity which he had committed. His disconsolate parent foresaw the consequences of complying with his

frantic son's demand, and that should he shrink from his duty, public disgrace awaited himself as Mayor. He had the power of life and death, and he remembered that already in the case of another he had used the authority given him with rigid severity. But though he perceived that calamity must now overwhelm him and his race, he sacrificed all personal consideration, to his love of justice, and ordered the guard to secure their prisoner.

The command was reluctantly obeyed, and the mournful procession moved back to the town, penetrating with difficulty the immense crowds of people, who, by this time, had collected through curiosity. A more extraordinary scene has seldom been witnessed ; surprise, compassion, and horror were discernible in the countenances of all ; while some expressed admiration and pity for their upright magistrate, many of the lower classes, feeling commiseration for the fate of their favourite youth, filled the air with lamentations and sighs. The uproar would alone have told the sad intelligence to the merchant's family. But they were doomed to a still greater shock, for the strong prison of the town lay immediately next to their own house, and the mother and sister of the wretched Walter were spectators of his approach,—bare-headed, pale, bound, and surrounded with soldiers. Their

outcries and faintings added to this most terrific trial of the father's fortitude. But such moments are really the test of virtue; the ordinary adversities of life are insufficient to show it in its genuine lustre, or prove how potent, how beautiful it is, or indeed to convince us that there exists no force by which true virtue can be subdued.

Within the short compass of a few days, a small town in the west of Ireland, with a population at the time of little more than 3000 persons, beheld a sight of which but one or two similar examples occur in the entire history of mankind,—a father sitting in judgment, like another Lucius Junius Brutus, on his only son, and like him, too, condemning that son to die as a sacrifice to public justice. The legal inquiry which followed was short, and on his own confession, strengthened by corresponding circumstances, the young man was fully convicted of the murder, and, in public, received sentence of death from his afflicted father, by whom he was remanded back to prison.

If the Almighty looks down with pleasure on the virtues of mankind, here was an action worthy of approbation,—a father consigning his son to an ignominious death, and tearing away all the bonds of paternal affection when the laws of

nature were violated, and justice demanded the blow.

No sooner was his sentence known to the populace, than they surrounded the place of the criminal's confinement. At first they expressed their dissatisfaction by murmurs of regret and expostulations with the soldiers; but by degrees they became tumultuous, and were prevented only by the military force from attacking the prison, and pulling down the magistrate's house; and the tumult was increased from their having understood that the prisoner was desirous of being rescued.

The thought of for ever parting from the object of his affections was intolerable, and he began to see of what value the gift of existence was,—of which his remorseless hand had deprived an unoffending stranger.

On his conviction, the Mayor was waited on by persons of the first rank and influence in the town, and solicited to consent to a reprieve; his relations and friends joined in earnest entreaty, beseeching that his blood might not be shed. But the father remained inflexible. He even himself descended at night to the dungeon where his son lay, for the double and direful purpose of announcing to him that his sentence was to be exe-

cuted on the following morning, and of watching with him to prevent the possibility of his escape.

One can hardly fancy any thing more appalling than such a vigil as this. He entered, holding a lamp, and accompanied by a priest (from whom the account was received), and, locking the grate, kept fast the keys in his hands, and seated himself in a recess of the wall. His son drew near, and with a faltering tongue asked if he had any thing to hope. He answered, "No my son, your life is forfeited to the laws, and at sun-rise you must die. I have prayed for your prosperity, but that is at an end,—with the world you have done for ever; were any other but your wretched father your judge, I might have dropped a tear over my child's misfortunes, and solicited for his life, even though stained with murder. But you must die; and implore that Heaven may not shut the gates of mercy on the destroyer of his fellow creature. I am now come to join with this good man in petitioning God to give you such composure as will enable you to meet your punishment with becoming resignation." They joined fervently in prayer, and thus was the night passed.

It was scarcely day, when the summons was given to the soldiers without to prepare. The father rose, and assisted the executioner to remove

the irons which bound his unfortunate son. When he was conducted to the place of execution, the relations of the unhappy culprit surrounded the father; they conjured him again to spare his son. His wretched and disconsolate mother, whose name was Blake, flew in distraction to the heads of her own family, and prevailed on them for the honour of her house to rescue and prevent the ignominy his death must bring on their name. They armed themselves, to deliver him from prison. Great crowds had gathered in the mean time, and were loud in their outcries for mercy, threatening instant destruction to the magistrate, if their request was not complied with.

In vain did he exhort them to preserve tranquillity, and suffer the law to take its course. He at length, taking hold of his son, mounted a winding staircase within the building, which led to an arched window that overlooked the street in which the populace were assembled. He there presented himself and his victim, about whose neck he had previously fastened the rope with which he had been bound, and securing the other end in an iron projecting from the wall, said, "You have little time to live, my son. Let the care of your soul, employ those few moments—take the last embrace of your unhappy father."

He embraced his unfortunate son, and launched him into eternity.

Expecting instant death from the fury of the rabble, this extraordinary man retained his station, satisfied with the silent approval of a good conscience, perfectly regardless of the applause or censure of the multitude, conscious of having fulfilled his duty to God, to man, and to his country. But this act of greatness awed them; they stood motionless with amazement; a sentiment of admiration and sorrow united alone prevailed; and when all was over, they slowly and peaceably retired. So wondrous is the influence of an exalted and daring mind, when actuated by the principles of virtue!

The innocent cause of this lamentable tragedy is said to have died of grief; and the father of her lover to have secluded himself from society for the remainder of his days. His house still exists in Lombard Street, which is yet known by the name of 'Deadman's Lane,' and the execution is said to have taken place at a window in the rear of the house; though the common error is, that he was suspended over the front window, which is distinguished by a handsome representation carved in black marble of a human skull with two bones crossed beneath; it is dated 1624,

and contains the following motto—"Remember Death!—Vaniti of vaniti, and all is but vaniti." It is supposed to have been put up by some of his family.

EXTRACT FROM MR. NIMMOS'S REPORT ON
DRAINING AND CULTIVATING THE BOGS OF
IRELAND.

Though the general improvement and cultivation of Connamara would seem an undertaking of the most arduous description, *it is not without facilities, which might, upon a candid consideration, make it appear a subject more worthy of attention than many other of the waste lands of the kingdom.*

The climate is mild, snow being little known during the winter ; the cattle are never housed ; the mountains on the north, and general variety of surface, afford considerable shelter. The summers, however, are wet, and it is exposed to heavy westerly winds.

Although Connamara be mountainous, it is by no means an upland country like Wicklow ; at least three-fourths of Connamara Proper is lower than 100 feet over the sea. Great part of Jar-

connaught rises from the shore of Galway Bay, in a gently sloping plain, to about 300 feet, at the upper edge of which there are some hills of about 700 feet, and beyond them, a low limestone country extends to the edge of Lough Corrib, and but little elevated above its level, which is only 14 feet higher than the sea ; but Joyce's Country, on the other hand, is an elevated tract with flat-topped hills of 1,300 feet to 2,000, interspersed with deep and narrow valleys.

The district is nearly surrounded by the sea on the south and west, and the great lakes Mask and Corrib on the east, the latter navigable into the town of Galway, and could easily be made so to the sea. Various great inlets penetrate the district, so that no part of it is distant four miles from existing navigation. There are upwards of twenty safe and capacious harbours, fit for vessels of any burthen ; about twenty-five navigable lakes in the interior, of a mile or more in length, besides hundreds smaller ; the sea coast and all these lakes abound with fish. The district, with its islands, possesses no less than 400 miles of sea shore. On Lough Corrib it has about 50 miles of shore, so that with Lough Mask, &c., there are, perhaps, as many miles of shore of the sea, or navigable lakes, as there are square miles of surface.

This extent of shore is particularly important from its produce in sea weed, either for manure or the manufacture of kelp : the value of this last article, a few years ago, amounted to about £ 50,000 ; at present, from the low prices, it does not exceed £ 16,000.

There are extensive banks of calcareous sand round the coast, in almost every bay ; and in the interior are numerous beds of limestone, nearly all the navigable lakes having some on their banks. The supply of fuel is evidently inexhaustible.

Connamara is very destitute of wood, a few scrubby patches only being thinly scattered through it. The country, however, possesses an extensive stool of timber, for in almost every dry knoll or cliff, the oak, birch and hazel appear shooting in abundance, and require only a little care to rise into valuable forests. Several bloomeries which were erected about a century ago, consumed much of the timber, and copsing was afterwards neglected. The sheltered vales, navigations, and abundant water-power, would form great advantages in the cultivation of timber.

On the whole, it appears to me that the improvement of this district, so far from being difficult or hopeless, is a thing highly feasible, and if vigorously but steadily pursued, is likely to meet with

fewer obstructions and greater ultimate success, than, perhaps, in any other part of Ireland.

SOILS, MANURES, MODE OF CULTURE, &c.—The soils of this district, may be arranged under four grand divisions or zones, in each of which, the style of culture is tolerably uniform.

LIMESTONE FIELD.—In the first place, we cut off a triangle along the shore of Lough Corrib, by a straight line from the town of Galway to Oughterard. The Autlure crosses the lake to near Cong, whence it turns westward by the north side of Benn Leva, and then runs through Lough Mask.

This is the western edge of the great limestone field of Ireland, and in this division many hundred acres of that rock are laid bare. Along the edge is a narrow stripe of fertile country, with hillocks of gravel, partly calcareous, but much encumbered with tumblers of granite, &c., and not always cultivated. The hollows are usually filled with bog.

The next, draw one line from near Oughterard, westward to the bay of Ardbear, leaving on the south, nearly one half of the whole district; another line from Oughterard through the hill of Glan, and by the north side of Lough Corrib, to the north side of Ballynakil Bay. Between those

limits are found many rocks of primitive limestone.

GRANITE MOOR.—The southern part is a continued granite moor, covered with bog of various depth. It contains no limestone; considerable quantities are brought from Arran and the county of Clare, as ballast, by turf-boats, and thrown out on the shore. This supplies what is necessary for building; it has not yet been applied to agriculture, but could be procured for that purpose, and burnt on the shore for somewhat less than one shilling per barrel. There are banks of shell and coral sand on all the coast, but especially in the bays of Kilkieran, Bertraghboy, Bunown, Mannin, &c. This sand is raised by dredging, and by beaching the boat on it at low water: that of Kilkieran, Bertraghboy and Mannin, is pure coralline. There are, also, dry banks of calcareous sand on the coast, especially at the western extremity, which are accessible by land: nevertheless, calcareous sand is not much applied to agriculture as yet, though its value is generally acknowledged.

The great supply of manure on the coast, is the red sea weed, which is cast ashore in considerable abundance, and frequently cut in the deep water by people in boats: two or three boat loads of about

six tons each, are usually applied as manure over an acre of potatoe ground, the usual course being,

First, Sea weed for potatoes ;

Secondly, oats or barley ;

Thirdly, natural meadow for four or five years, and then sea weed, &c., as before ; the grass mostly Fiorin.

On the second breaking up, the surface is frequently pared and burnt : this, in a district where most of the soil is only a thin red bog upon bare granite, cannot but be very destructive : it has produced much naked rock among the cultivated parts. Another manure is found in considerable abundance among the rocky creeks, the use of which might help to diminish this pernicious practice, that is, sea-ouze or sludge : it seems to be partly decayed marine vegetables, and partly mud or bog stuff, which has been transported to the sea. This has never yet been used in Connamara, though the shell-sand is known to be considerably improved by being near a river mouth, where it is perhaps, impregnated with this substance. Perhaps it might even be worth while, to float off bog into some of these creeks, where the sea would convert it into manure. The value of the sea manure is abundantly shown by the numerous patches of cultivated ground which occupy the

shore from Galway westward, and where the soil must originally have been of the most uninviting description, being nothing but bog and rock : a vast extent of it is now reclaimed, and seems fitted for crops of any description ; even wheat having been tried with success. It is commonly supposed that grain is apt to run to straw, without filling the ear, on reclaimed bogs. This must arise from want of manure, or improper drainage ; as I have seen on various parts of these shores as good barley as on any dry land in the kingdom ; and it must be observed, that it is not the defect, but the excess of drainage, which is thus injurious ; for, as bog parts with its moisture by evaporation, more speedily than almost any other soil, unless a proper supply be preserved in the sub-soil towards the latter end of summer, the crop runs the risk of perishing from drought. In this quarter, the perpetual moisture of the Atlantic, renders such an accident less probable.

The original population of this district, seems to have been entirely confined to the coast. This is in a great measure yet the case. The old churches and chapels are all on the shore, and the only occupation was fishing. Even now, there are very few persons who can be considered as farmers alone. Farming and fishing, it is well known, do

not assort well together; and however active the natives appear in the latter occupation, they are little inclined to exertion in the former.

The manufacture of kelp from the black weed is now very general, and though tolerably productive, abstracts a great supply of manure from the purposes of agriculture, insomuch, that it is very questionable, the great advantages of reclaiming the wastes being considered, whether it would not be better for the proprietors to apply the whole of the kelp used, to the land. The quantity manufactured in the whole of Connamara, is about 4,000 tons, which may require about 50,000 tons of the sea weed, and it is probable might suffice for manuring 4,000 acres of land; and, this, after one course of cropping, would be let in permanent pasture worth 5*s.* to 10*s.* an acre at least; while during the cropping, the produce cannot be reckoned at less than £12 to £20, and the rent to landlord at £2 to £3 per annum.

MIDDLE DIVISION.—The Middle Division contains (as has already been observed), numerous veins or beds of limestone, in general of a good kind, and so situated, that almost every farm within that tract, has either limestone upon it, or at the farthest, within half a mile. A great number of these lime rocks are also situated on long

and deep lakes, which gives a facility of transport that may at some time become of the greatest importance. These lakes are separated by narrow rocky ridges, and where they communicate, have usually an excellent fall for the erection of machinery, for pounding the limestone, a mode of applying that substance, which, I have reason to think, would be attended with the best effects.

In this tract, lime is burned at the following rate, the limestone and turf being together; a fifty-barrel kiln is built on the spot :

3 Men quarry . . .	3
6 Men break . . .	6
1 Man cuts turf . .	1 a slane.
2 Men rear it . . .	2
4 Men draw and burn it	4

— 16*s.* to 18*s.*

Fire is kindled at seven in the morning, and is in full heat at ten next day.

1 Man draws, 2 spread	3
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— 17*s.* to 21*s.*

which is about 5*d.* per barrel laid on.

Two barrels of lime is three horse-load of stone; and it may be carried out in shell at 2*d.* per barrel, per mile; lime is said to produce a much greater effect on this kind of soil (mica slate), than on the moors in the limestone country.

It is no uncommon thing here, to cut a lime-kiln in the bog itself; at the edge of the turf bank, they do pretty well. I have seen some of these which had been used several times, and were only charred a little on the sides.

Though this division contains many steep mountains, and the bottoms filled with bog, yet it is upon the whole more grassy than the southern coast. A few streams admit of being used in irrigation, and a little has been done in that way; but, with the exception of the Bealnabrack river, which runs into the head of Lough Corrib, there does not seem any great field for that improvement.

Paring and burning are much practised.

The northern division contains no limestone or calcareous matter, even shell-sand is not found in the Killery Bay; it is, however, imported by boat from the neighbouring bay of Ballynakill, which possesses both limestone and coral-sand. On the other side, this division is deeply penetrated by Lough Corrib and Lough Mask, so that no part of it is three miles from where limestone may be had by water carriage; indeed, the greater part being lofty uplands unfit for cultivation. The arable lands in the valleys, and reclaimable bogs, are still more favourably situated than we have

stated. The greatest disadvantage is the want of roads, of which, there is not one in the whole district fit for a wheel carriage, nor is there a single bridge.

Mr. O'Flaherty reclaimed a large tract of bog at Rinville, &c., to the extent, perhaps, of 1000 acres; he removed the cottagers from their old stations, and settled them on the bog: this they reclaimed with potatoes and sea-weed, treating it afterwards with the sand of the shore, which contains no calcareous matter; the effect has been very great. A "collop" there, is worth about one guinea; but these tenants pay all duties, services, &c. The bog reclaimed, is on rising ground, interspersed with rock, a description well adapted to the collier system. To the east of Rinville, there are dry banks of clay and gravel soil, and the plough is sometimes used.

The same want of lime is felt through the whole barony of Morisk, as far as the Clew Bay; but there, it is common to see limestone carried ten or twelve miles on horseback, from the shores at Westport; the market of that place having given a spur to the agriculture of its neighbourhood. Similar establishments, and good roads, would doubtless have an equal effect in Connamara.

GEOLOGICAL STRUCTURE. — The geological

structure of Connamara, &c., from the extent of rock which is exposed, and the connexion which it exhibits between the primary and secondary formations of the island, possesses no small degree of interest.

The various soils, also, and means of their improvement, will be best understood by being previously acquainted with the various rocks which form their base, and with their particular position.

The country from Galway to Hinehead, is a sheet of granite, or rather sienite, with few mountains of any remarkable elevation.

To the north of that tract, a hollow valley runs through the whole extent of Connamara, distinctly marked by a chain of narrow lakes from Lough Corrib to Mannin Bay; its greatest elevation is only 164 feet above the sea; a cross valley runs from near the middle of this, over to the Killery Bay; and various plains and valleys stretch southward from it towards the ocean, across the granite country, and forming at their mouths the several inlets that distinguish the mouth of the bay of Galway.

The country strictly mountainous, is from Lough Corrib to Aghris Point, where the summits are from 1200 to 2500 feet, they are composed of

quartz; round their bases, and in the valley aforesaid, are gneiss and mica slate, with bands of hornblende and primitive limestone.

Along the north side of Lough Corrib and to Ballynakill, the mica slate and hornblende rises into mountains, but the limestone disappears. From Lough Mask to the Killery, a transition country of greenstone and grawacke slate, covered by the old red sand-stone or glomerate, which, also, forms the hill of Mulrea in Morisk. The upper beds of this, and of the greenstone, are frequently porphyritic; to the north of this in Mayo, are greenstone and clay slate, unto the mountain Croagh Patrick, the summit and west side of which, is quartz; the east side, slate and serpentine; but still without any limestone, none of which is found until we come again upon the secondary limestone field.

OF THE CULTIVATION OF BOG.—I am perfectly convinced, from all that I have seen, that any species of bog is by tillage and manure capable of being converted into a soil fit for the support of plants of every description; and with due management, perhaps the most fertile that can be submitted to the operations of the farmer.

Green crops, such as rape, cabbages, and turnips, &c., may be raised with the greatest

success on firm bog, with no other manure than the ashes of the same soil. Permanent meadows may be formed on bog, more productive than on any other soil. Timber may be raised, especially firs, larch, spruce and all the aquatics on deep bog; and the plantations are fenced at little expense; and with a due application of manure every description of white crops may be raised upon bog; and I know no soil from which they can be extracted without it.

There is this advantage in the cultivation of bog, that any species of soil will act as a manure to it, even the siliceous sand of Rinville having that effect; but this admixture of foreign soil, though highly beneficial, is not essential to the improvement of bog; fallowing and manure, such as dung or lime, will convert the bog-stuff itself into a soil; and extract large crops from it, so that there is nothing desperate in the cultivation of bog upon a basis of rock.

Bog-stuff is also of great value as a manure, either by mixing it in compost with kelp, lime, or dung, or by soaking it with putrid or salt water, or even rain or river water, provided its texture is well broken. In the limestone countries round Lough Corrib, the lower part of the bog-stuff or "moreen," as it is called, is much used as

manure, after being some time exposed to air and moisture. Turf ashes also are well known as a valuable manure either on firm bog or clayey upland.

The first operation necessary in the cultivation of bogs, is drainage; it should be so managed as to have also the effect of inclosing; and in most cases it may be made to facilitate the formation of roads and small canals, on the application of water.

Where the bogs have much inequality of surface, the position of drains and inclosures will be regulated by circumstances; care must always be taken to cut off the upper and foreign water, by a catch-drain under the banks, ere it spread on any part of the level bog, and to have an appropriate channel for carrying off the water from every hollow on the surface.

Bog-stuff being impermeable to water, cannot be drained through the under strata.

In the greater level bogs, I would still recommend a subdivision into square compartments of ten acres each, by ditches or drains 6 feet wide at top and 4 or 5 feet deep. Then small cross drains or furrows, at 7 or 8 perches asunder, parallel to that side which has least fall, of 1 foot wide, and a foot or more in depth, giving them a

fall in the bottom, if there be none in the ground. The drains must be allowed, especially in wet bogs, to run for a year or two ere anything farther be attempted; they must be annually scoured and preserved of their proper depth.

If dung is to be had, the best system is undoubtedly to plant potatoes, either in beds or drills; the furrows running down the fall, will complete the drainage, and the manipulations of the potatoe crop hasten the formation of the soil; or instead of potatoes, a crop of turnips, carrots or greens may be taken.

A slight addition of dung gives a second crop of potatoes, for which, if the former were in beds, the furrows must now be changed, to complete the formation of the soil.

The trenches being then levelled, so as not to bury the improved soil, the land is sown with a white crop, as oats, rye, wheat, &c., laid down with grass-seeds; and when in grass, a top-dressing of lime, gravel, earth or sand applied. After 3 or 4 years meadow and pasture, it is again broken up, and the second rotation of crops will greatly exceed the first in value.

LOUGH CORRIB.—This lake occupies 30,000 Irish acres, and contains about 1000 acres of arable land and its isles; much of its shore is bog and

barren limestone rock. Its surface is only 13 feet 9 inches above high water, and the medium rise in floods is about 3 feet. Could it be lowered a few feet, (its drainage is out of the question,) a great extent of land would be gained round its shores, and much valuable bottom saved from being overflowed when it swells.

The mill interest of Galway would be a powerful obstacle to lowering the lake, as the whole fall is occupied; something might, nevertheless, be done, by clearing and deepening the channel, taking away some eel-weirs and shoals; the upper mill weirs should also be carefully attended to, there being a natural temptation to heighten them.

The river has very little fall to the Wood Quay of Galway, and is navigated by boats drawing four feet water, carrying 14 tons, with one square sail and four men. They seldom sail unless before the wind, though the lake has many islets and sunken rocks; the only serious difficulty in the navigation, is at the Buachaly Shoal, about 4 miles up the lake, and at Newcastle. These shoals could be deepened for a small sum, and the whole made to admit vessels of much greater magnitude.

This fine navigation, which extends about 30 miles, and into a sea-port town, seems to deserve

much more attention than it has yet received. A good chart, with soundings and sailing directions, should be published; the shoals and rocks cleared or beacons, and a communication opened with the sea.

There will be only two locks required, which (exclusive of the purchase of property of no great value), would cost about £ 6000. I should propose them to be of large dimensions, so as to admit vessels of burden, as this would give to Galway all the advantages of wet docks; two weirs in the river, at the upper level of these locks, will secure a much better supply and greater fall to the different mills, and give every one of them a water-carriage up and down; neither of which is enjoyed by any of them at present, The river and lake being deepened across the shoals, small vessels may run up into the lake and carry up sea manure as a back freight for the turf, which would greatly benefit the agriculture of the interior.

Galway and its neighbourhood has given birth to several men of great distinction; amongst those deserving especial mention are the illustrious Richard and Walter Blake Kirwan, the former, an

eminent philosopher, the other equally distinguished as a preacher. The following brief memoir of these highly gifted men may not prove uninteresting, for which I am mainly indebted to Mr. Hardiman.

WALTER BLAKE KIRWAN.

This eloquent preacher was born in Galway in 1754, and was educated in the Jesuit's College at St. Omer's. At the age of seventeen he went to the island of St. Croix, in the West Indies, where he remained six years. On his return to Europe he was sent by his uncle to the University of Lovain, where he received priest's orders, and was promoted to the chair of Natural and Moral Philosophy. In 1787 he returned to Ireland, and conformed to the Established Church. This event proved a source of unbounded regret to his numerous and respectable friends and relations. His brother, an exemplary Catholic clergyman in Galway, is said to have died of grief, occasioned by the circumstance, but his uncle, the Archbishop, bore it more philosophically. When he was informed that his nephew had changed his religion, "Tush, man!" replied the old prelate, "he had no religion to change." But this may reasonably be attributed to resentment. His fame soon blazed

forth with a lustre unprecedented in the annals of pulpit eloquence, and his powerful talents were always made subservient to the sacred cause of charity. The worldly rewards of the preacher, however, were comparatively mean and trifling. In 1798 he was appointed prebend of Howth and rector of the parish of St. Nicholas-without, in Dublin, and his highest ecclesiastical promotion was the moderate deanery of Killala. He died October 27, 1805, leaving his family very ill-provided for.

RICHARD KIRWAN.

This celebrated philosopher whose talents and scientific discoveries have reflected so much honour on his native country, was born near Galway in 1734. He was descended from one of the most respectable families in the town. He was educated at St. Omer's, and on the death of his eldest brother succeeded to the family estates, relinquishing all idea of following the profession for which he was educated, and applied himself to those philosophical pursuits for which he was so singularly gifted.

It has been pointedly observed as a reflection on Ireland, that Mr. Kirwan's reputation was greater in every country of Europe than in his own. His

writings were very numerous, consisting of works on Geology, Mineralogy, Chemistry, and Metaphysics. He was for many years President of the Royal Irish Academy, and also Fellow of the Royal Societies of London and Edinburgh. His manners were very singular; he never ate in company, owing, as was supposed, to some disorder in his throat. He died in Dublin in 1812, in the 78th year of his age.

THE END.

